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THE **Checkered** RACING NEWS

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Diercks Wins R'ford Midwest Opener Page 2 Wallace Cleans Up at LGR Page 4 Let the Season Begin! 2005 Race Fan Guide pullout inside



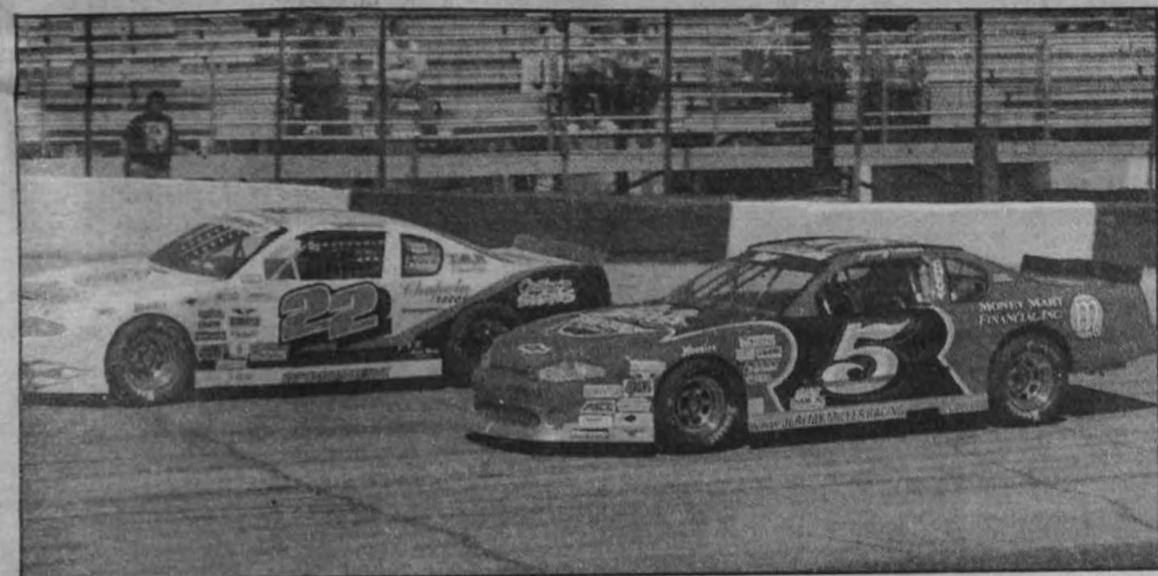
Justin Diercks (29) passes Nick Joanides (45) on his way to winning the NASCAR Midwest Series Spring Classic 150 at Rockford (IL) Speedway on Sunday, April 3. **See Page 2.**

(Roy C Schmidt photo)

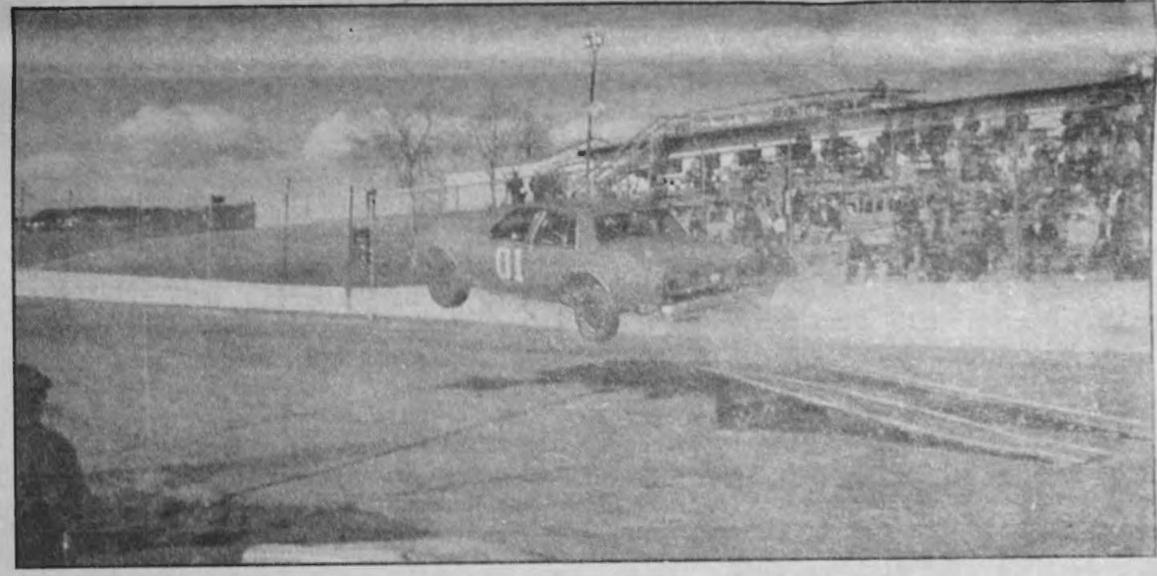


Jamie Wallace scored a clean sweep of late model action during the opening night of the season at Lake Geneva (WI) Raceway. **See Page 4.**

(Mark Melchiori photo)



Jeremy Miller (5) gets by Jeremy Spoonmore (22) on his way to the victory in the Mid-American Stock Car Series' 2005 season opener at Rockford (IL) Speedway during the track's Spring Classic weekend. **See Page 2.** (Doug Hornickel photo)



Proving that it's never too early in the season to let loose a little, local radio personality "The Bear" completed this "Dukes of Hazzard" jump after the compact car enduro at 141 Speedway in Francis Creek, WI, on Saturday, April 2. **See Page 9.**

(submitted photo)



Badger Raceway of Dousman, WI, hosted the first Badger Kart Club race of the year on Sunday, April 3. The season officially starts Sunday, April 10. Here, Alex Rosequist (88) leads Pete Koostra (79) and Kodiak Wirtz (51) through the "No Man's Land" turn of Badger Raceway in the Briggs Junior Sportsman class. **More pictures on Page 6.**

(Bob Cruse photo)

Diercks Wins Midwest Series Spring Classic 150 at Rockford

ROCKFORD, IL, April 3 -- Justin Diercks won the NASCAR AutoZone Elite Division, Midwest Series Spring Classic 150 Sunday afternoon at Rockford Speedway. The event marked the first race of the 2005 Midwest Series campaign.

"I'm exhausted and so excited, because this is Rockford," said Diercks. "I told (track owner Jody) Mrs. Deery today that if I could win, this would be the best one yet, because this track has just given me fits."

Diercks inherited the lead on lap 30 when leader Dave Finney crashed on a restart and held off a determined Josh Vadnais for the win. Finney had just taken evasive action to miss the spinning A.J. Rhoads, and when he did so Finney made slight contact with the outside wall, causing damage to his right-front suspension.

"I knew the toe was knocked out of whack, but I didn't know just how bad it was damaged until we went down into turn 1 on the restart and the car just shot up into the wall," said a dejected Finney. "This is really disappointing because we had a car that could have contended for the win."

For Vadnais, the runner-up finish was his best career Midwest Series run. "We thought we had a good car going in, but I didn't qualify as well as I would have liked," he said. "But there is something about Rockford Speedway that I just love, and we always seem to race well here."

Finney grabbed the lead at the drop of the green from his row 1 starting spot, with California driver Nick Joanides quickly settling into second. Rookie Josh Bauer, Vadnais and Diercks also gave chase.

Diercks patiently worked his way to the front and found himself in third on lap 20. After opening up over a one-second advantage on Vadnais



Josh Vadnais (11) and Justin Diercks (29) split the car of leader Dave Finney (26) and the lapped car of Greg Fowler (71) while battling for the lead in Sunday's Spring Classic 150 at Rockford (Steve Benesh photo)

and Diercks, Finney's fortunes turned sour on lap 23 when Rhoads spun in between turns 3 and 4, directly in front of the lead pack. Finney chose to go high to avoid the Rhoads machine but made contact with the wall. To the casual observer, the contact seemed minimal at best.

"We're not in a position like that, where we're leading, everyday," said Finney. "We felt like we couldn't give up the lead, and all that track position, to come in and look the car over," said Finney.

After a caution to clean the Finney mount from the track, Diercks pulled away to a two-second lead. The focus then turned to Bauer's impressive run as well as Eddie Hoffman's charge to the front.

Bauer worked to the outside of Joanides and moved into third on lap 43, while Hoffman had his hands full with Erik Darnell and Bryan Roach. Russ Blakeley brought out the final caution of the race on lap 81 for a minor spin on the back straight; he quickly righted his racer and the field was sent back underway on lap 85.

Diercks once again opened up a comfortable advantage over Vadnais, while Vadnais separated himself from Bauer. With the laps winding down, Hoffman began his charge to the front, first muscling past Roach and then Joanides. With 53 laps remaining, Hoffman found himself in fourth, but nearly a full straightaway behind third-running Bauer.

Hoffman passed Bauer in the final laps and inched close to Vadnais as the checkered fell. Bauer came home fourth in just his third career Series start, with Tim Schendel rounding out the top five.

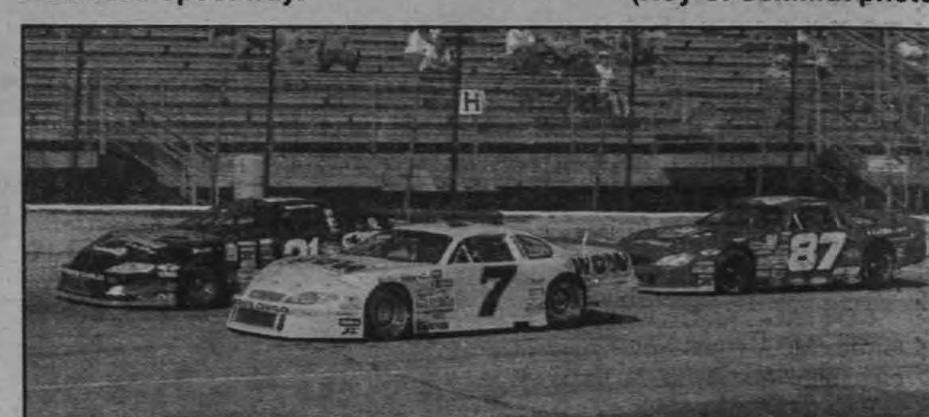
"We just ran out of laps," said Hoffman. "Traffic was really tough, and it was really tough passing cars. Even the lapped cars were not that much slower than the leaders."

For Diercks, the win begins his defense of his 2004 Midwest Series championship. "We're going into this season the same way we did last year - go out and win races and let the points take care of themselves," said Diercks.

Fast qualifier Nathan Haseleu fin-



A.J. Rhodes (97) spins as Andrew Morrissey (20) dives low to avoid contact in the NASCAR Midwest Series headliner Sunday at Rockford Speedway. (Roy C. Schmidt photo)



Tim Schendel (21), Erik Darnell (7) and Nathan Haseleu (87) go at it for position during the Spring Classic 150 at Rockford on Sunday (Doug Hornickel photo)

Kirchner, LaCrosse, WI; Andrew Morrissey, DeForest, WI.

11-20: Bryan Roach, Becker, MN; Dexter Bean, Westby, WI; Russ Blakeley, Palmyra, WI; Nick Joanides, Woodland Hills, CA; Greg Fowler, Longmont, CO; A.J. Rhoads, Hastings, MN; Erik Darnell, Beach Park, Mark Kraus, Stratford, WI; Kelly Bires, Mauston, WI; Nick Schumacher, Hartford, WI.

21-22: David Finney, Sycamore; Les Ferris, Northfield, MN.
Fast Qualifier: Haseleu, 13.580 secs (77.143 mph).

\$5,000-to-Win Super Truck Nat'l's Planned for September at I-70

ODESSA, MO -- A \$5,000-to-win Super Truck Nationals race will be held on the high-banked half-mile paved oval at I-70 Speedway in Odessa, MO, on Friday night, September 30, as part of the World Cup Weekend at the track.

The race will be a points-paying event for the Mid-Am Super Truck Series, which will include the Midwest Truck Series which runs weekly at Madison (WI) International Speedway; I-70 super truck regulars will also compete. Final rules will be posted later, but truck racers from around the country can call (920) 823-2856 to be placed on the event mailing list.

The super truck race will be split into two 50-lap segments with a ten-minute break at the halfway point.

The Friday night program will also feature a 150-lap American StockCar League race, while that Saturday's events include modified and CRA Super Series races. There will also be a dirt figure-8 nationals race and motocross racing during the weekend. An open practice is planned Thursday, September 29. Race fans can call the track at (816) 230-0080 for additional details.

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Miller Scores Last-Lap Win over Skaja in Rockford Mid-Am Stocks Opener

ROCKFORD, IL, April 3 -- Jeremy Miller pulled off a final-lap pass to get around leader Mike Skaja and went on to win the 2005 Mid-American Stock Car Series opener at the Rockford Speedway Sunday afternoon.

Skaja, in a rare Mid-Am appearance at Rockford's quarter-mile paved oval, led the first 49 laps of the race before Miller squeezed inside for the lead as the two cars darted past the finish line.

"I have to thank my fellow competitors. They gave me room on the track. Sometimes it really gets tight on the race track," Miller said. "I got into second and I really didn't know if I could catch the leader."

"We practiced here Thursday, but we changed some springs and shocks. The car was just fast all weekend."

"I was just happy to run up front here," Skaja said. "I haven't done that well here before so I was real pleased."

Miller had a near-perfect weekend. He was one of three cars to break the Mid-Am one-lap qualifying record with quick time of 13.979 seconds Saturday, then finished a close second in his heat race behind rookie Andrew Ruthenbeck.

Miller started tenth after an inverted start and quickly advanced to the front when he passed Scott Null for fourth place on lap 6. He got past Jeremy Spoonmore for third place on lap 24, and Chris Cooling held Miller off until lap 36. Miller then whittled away at Skaja's six car-length lead.

With four laps left Miller was on Skaja's rear bumper, and coming off of turn 4 for the white flag he slipped under Skaja for the lead.

There were no caution flags in the cleanly-contested 50-lapper.

Spoonmore finished a strong third, with Cooling close behind in fourth. Two-time series champion Bill Prietzl and Indiana veteran Bill Neering completed the top six.

The next Mid-American event is



Jeremy Miller (5) passes Mike Skaja (03) for the lead in the Mid-American Series race Sunday at Rockford Speedway. Miller went on to score the win. (Roy C. Schmidt photo)



Jeremy Miller poses in Victory Lane after winning the Mid-American Stock Car Series feature at Rockford Speedway Sunday. (Doug Hornickel photo)

Saturday night, April 30, at the Elko (MN) Speedway.

RESULTS

MID-AMERICAN STOCKS

Feature: Jeremy Miller, Rockton; Mike Skaja, New Prague, MN; Jeremy Spoonmore, Somonauk; Chris Cooling, Joliet; Bill Prietzl,

Franklin, WI; Bill Neering, Cedar Lake, IN; Scott Null, Lake Mills, WI; John Senerchia, Orland Park; Lyle Nowak, Wausau, WI; John Vig, Jr., Shakopee, MN.

Heat 1: Neering; Dan Powell, Polo.
Heat 2: Andrew Ruthenbeck, Virginia, MN; Miller.
Fast Qualifier: Miller, 13.979 secs (NTR).

Rice Lake Car Show Scheduled

RICE LAKE, WI -- The first event of the 2005 racing season for the cars and drivers of the Rice Lake Speedway will be the annual car show, to be held at Rice Lake's Cedar Mall. The show will be held from April 8-10; cars can enter the mall on the evening of the seventh.

Cars in all six divisions that compete at the Rice Lake Speedway are expected to be on display, including representatives from the WISSOTA Midwest modified class, the newest addition to the Speedway's weekly schedule.

The 2005 opener for the Rice Lake Speedway is scheduled for Saturday night, April 23.

Hot Laps

2005 National Speedway Directory Available May 1

COMSTOCK PARK, MI, April 2 -- The 2005 edition of the *National Speedway Directory* will list information on over 1,400 auto racing facilities when it is released May 1. The 608-page book is completely updated and currently at the printers.

The *National Speedway Directory* is the most comprehensive listing available of active tracks in the United States and Canada. Phone numbers, addresses, exact directions, nights of operation and types of racing are included in this paperback-size book.

Listings for sanctioning bodies, racing publications and racing-related museums pushes the total to over 2,000 in the directory. The 2005 schedules for 115 circuits are also included.

One copy of the *National Speedway Directory* costs \$13; two copies are just \$23. Postage and handling is included in the price. Send a check or money order to *National Speedway Directory*, P.O. Box 448, Comstock Park, MI 49321-0448. Credit card or COD orders are not accepted.

TAR Race Car Bodies Designates Awards for IMCA Asphalt Drivers

COTTAGE GROVE, WI, March 26 -- The buzz that followed IMCA's announcement of rules for modifieds racing on asphalt quickly found its way to TAR Race Car Bodies.

As a result, the Cottage Grove manufacturer is now the first sponsor with a contingency awards program devoted exclusively to drivers who race at sanctioned asphalt facilities. All pavement competitors will be entered into drawings to receive one of four product certificates, to be awarded after 2005 points standings become official.

TAR is owned by Tim Myers and Roy Aitchison. TAR-made bodies were already on race cars in 17 states and Canada at the conclusion of the 2004 season. Myers, who brought the fiberglass and tooling expertise, and Aitchison were partners on the track before starting TAR. Most of the 48 asphalt feature wins Aitchison has racked up came with Myers as his crew chief.

TAR also offers a body line for dirt modifieds and introduced upper and lower radiator shrouds this year. They are also an authorized dealer for Coleman Racing Products.

More information about TAR Race Car Bodies is available by calling (608) 839-9004.

WCS Memberships are Now Available

APPLETON, WI, March 22 -- With a ten-event season just around the corner, memberships for the 2005 Wisconsin Challenge Series season are now available.

To be eligible for WCS points fund monies, travel plans, provisionals and other perks, drivers of each race team must be registered. In addition, paid WCS members will receive a discount on race-day entry fees.

As an incentive to register early, all drivers registered before May 1 will receive an entry into a "lucky dog" drawing, to be made at a pair of WCS events in 2005 - at Wisconsin International Raceway on Tuesday, June 21, and at the season championship race at Marshfield Super Speedway on Saturday, September 10. This will offer eligible drivers an additional way to make the starting field for the feature contests.

Memberships for the 2005 season remain at \$35. WCS membership registration is also available at <<http://www.wisconsinchallenge.com>>.

Golf Carts to be Allowed at Eldora Speedway

ROSSBURG, OH, March 12 -- Reversing an announcement made late last season, the use of golf carts at Eldora Speedway will continue to be allowed, although with certain restrictions and guidelines.

These guidelines were created by Speedway officials to provide for an orderly and safe use of the carts. There has been no change in the prohibition of ATVs and similar off-road vehicles.

All golf carts operated within the parking lot areas of Eldora Speedway in 2005 must properly display a Speedway-issued permit. To obtain this permit, the operator of the golf cart intended for use must request and complete an application, and submit an annual license fee of \$25. All applications must be completed in person at any 2005 Eldora Speedway scheduled event, with the golf cart present, for compliance inspection by Speedway officials. Failure to meet the minimum golf cart requirements or to abide by the guidelines will result in the loss of privileges for the cart.

Among other things, with the adaptation of the permit fee, the Eldora staff will enhance its security presence at the major events.

A copy of the 2005 permit application may be downloaded from <www.eldoraspeedway.com>.

ASL, Mid-Am Involved with Valvoline Cup

BAILEYS HARBOR, WI -- The Valvoline Cup program will be involved with four events on the Mid-American Stock Car Series, Inc., schedule in 2005.

Ashley Booth, spokeswoman for the program, indicated the Valvoline Cup dates would be June 4 and September 18-19 at I-94 Speedway in Sauk Centre, MN, and June 11 and August 2 at Wisconsin International Raceway in Kaukauna.

The program will involve the American StockCar League, Mid-American Stock Car Series, Midwest AllStar Racing Series late models and Mid-Am Super Truck Series. Additional information may be obtained by calling the series office at (920) 823-2856.

The Checkered Flag Racing News

Reynolds Works His Way to Rockford LM Win

ROCKFORD, IL, April 3 -- Jon Reynolds, Jr., worked his way past Gary Krueger and Kyle Melvin to climb into the lead of the Northern Series 58 Sunday afternoon, then held on for the win during Rockford Speedway's Spring Classic.

Reynolds stretched his lead to nearly 20 car-lengths before Ricky Bilderback disposed of Bobby Wilberg to move into second, then watched his lead dwindle over the closing 11 laps. Bilderback pulled to within inches of Reynold's back bumper as the white flag waved, but that was as close as he would come.

Wilberg followed Reynolds and Bilderback across the line, while Ryan Carlson and a hard-charging Chad Stevens rounded out the top five.

Action continues at the Rockford Speedway this Saturday night, as the 58th season opener kicks off the weekly racing season. Spectator gates open at 5 pm, with the first race at 7:07. Call (815) 633-1500 for additional information.



Ricky Bilderback (02) caught Jon Reynolds, Jr. (10) in the closing laps of the Northern Series late model main event Sunday at Rockford Speedway, but he didn't have enough to make a winning pass.

(Doug Hornickel photo)

Mike Taylor, Stoughton, WI; Gary Krueger, Edgerton, WI; Bob Kahler, Belvidere; Kyle Melvin, Machesney Park.

Heat 1: Bilderback; Wilberg; Beyer.

Heat 2: Carlson; Kahler; Melvin.

Beyer Wins Big 8 LM Series Opener at Rockford

ROCKFORD, IL, April 2 -- Mike Beyer won the opening event of the Big 8 Late Model Series Saturday night at Rockford Speedway, on the opening night of the 28th annual Spring Classic Weekend.

"This is such a huge win," said Beyer. "We struggled with this car all day. We had four set-ups, and my dad told me to just do what I feel is right, and it worked."

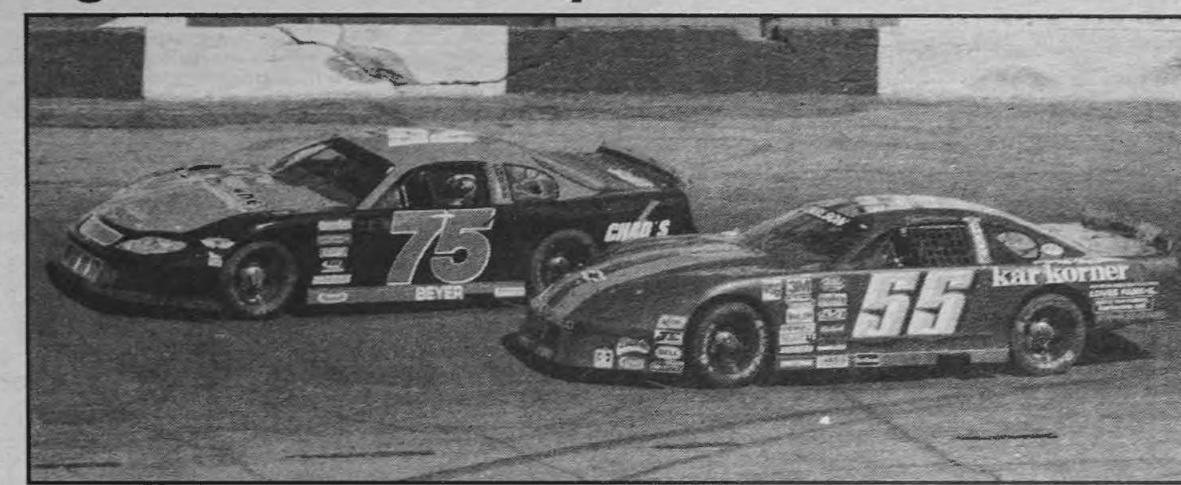
Jon Reynolds, Jr., led the first nine circuits before Beyer worked under the second-generation driver. Ricky Bilderback used the opening made by Beyer to shoot into second, and Beyer held Bilderback at bay for the rest of the race to score the impressive win.

Reynolds settled for third, while Bobby Davis spun in the third turn of the last lap and collected Dexter Bean and fourth-running Bobby Wilberg. The melee allowed Ryan Carlson to move up to fourth at the finish, with Tony Bagstad claiming fifth.

The Big 8 Series returns to action on Sunday afternoon, May 1, at Madison International Speedway, in conjunction with the Wisconsin Challenge Series super late models. Call (815) 633-1500 for additional series information.

RESULTS BIG 8 SERIES LATE MODELS

A-Main: 1-10: Mike Beyer, Machesney Park; Ricky Bilderback,



Mike Beyer (75) races with Ryan Carlson (55) during Sunday's Northern Series late model feature at Rockford. Beyer captured Saturday's Big 8 Late Model Series opener at the Illinois quarter-mile on Saturday; Carlson finished fourth.

(Doug Hornickel photo)

Rockton; Jon Reynolds, Jr., Roscoe; Ryan Carlson, Loves Park; Tony Bagstad, Westby, WI; Steve Dobbratz, Rio, WI; Bob Wilberg, Orfordville, WI; Kevin Tunks, Edgerton, WI; John Ovadal, Jr., Watertown, WI; Mike Ehde, Prairie du Chien, WI.

11-20: Chad Stevens, Orfordville, WI; Mike Taylor, Stoughton, WI; Greg Bowers, Waterloo, WI; Kyle Jarlsberg, Cambridge, WI; Gene Olson, Sullivan, WI; Dennis Schmidt, Juneau, WI; Bob Kahler, Belvidere; Dexter Bean, Westby, WI; George Bohn, Machesney Park; Bobby Davis, Winnebago.

21-24: Kyle Melvin, Machesney Park; Nick Wendt, Watertown, WI; Mike Lloyd, Machesney Park; Kris Kelly, Norway, MI.

Last Chance: Davis; Bowers; Wendt.

Heat 1: Ovadal; Schmidt; Jarlsberg.

Heat 2: Melvin; Bohn; Stevens.

Heat 3: Bagstad; Wilberg; Taylor.

Heat 4: Beyer; Bilderback; Reynolds.

Time Trials: Wilberg.

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The Action Continues

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Clean Sweep for Wallace in Lake Geneva Opener

First career win for Eibbrenner

LAKE GENEVA, WI, April 2 -- The 2005 season opener at Lake Geneva Raceway Saturday brought diehard race fans out in temperatures hovering around 40 degrees.

Two-time super late model champion Jamie Wallace of Pell Lake had a perfect night, taking fast time, winning the Al Schill, Jr., memorial dash, and besting the field in the 45-lap feature race. Russ Blakley flew to the front at the drop of the green flag, while Rick Corso slipped into second and challenged the leader for the next ten laps. On lap 20 Wallace crept past Vincent Merry into third, but the top two were some distance ahead.

One lap later Corso moved out front, but by lap 23 Wallace was knocking on the door. Four laps later Wallace made a clean pass for the lead, and by lap 38 he had built up a good advantage.

Then Jeff Holmgren, Jr., and Merry made contact, bringing out the first caution period. On the restart Blakeley moved back into second, but Corso rebounded within three laps. The final caution came with five laps to go, as Merry stalled after spinning.

This set up a dash for the finish, and Wallace marched away for the win. Corso claimed second, with Burkoth nipping Blakeley for third. Defending champion Randy Rodgers was fifth.

Ken Eibbrenner of Racine, who started racing four seasons ago, won his first-ever 30-lap super stock fea-



Jamie Wallace (87) passes Rick Corso (88) for the lead in the late model feature Saturday night at Lake Geneva Raceway.



Scott Ascher (19) holds off Erik Pierce (118) for the Sportsman heat race win at LGR Saturday.

ture, which nearly went nonstop. Eibbrenner scoot out front at the start, and on lap 6 Tom Fay moved into second. Three laps later John Maki, Jr., overtook Fay, and the pace stayed fast until lap 22, when 17-year-old Josh Wallace had his right-front tire go down to bring out the caution.

In another dash to the checkers Eibbrenner pulled away from Maki, who was busy fending off Fay. Quick

timer Mike Gunderson pulled off a slick three-wide maneuver put him into fourth place with six laps to go, and Adam Regnier got past Maki with one lap to go for second. Eibbrenner secured the win, while Maki came back to nip Regnier for second, Gunderson taking fourth and Fay taking fifth.

The super stock dash ended in a photo finish, as Maki won by four inches.



Ken Smart (45) fends off Ken Joosten (47) for the lead in Saturday's Sportsman feature. Smart beat Joosten to the stripe for the win.

(Mark Melchiori photos)

Hampshire, IL; Adam Berge, East Troy; Wally Morgan, Burlington; Scott Ascher, Sussex; John Janssen, Burlington.

Heat: Ascher; Pierce; Berge.

Time Trials: Bloomberg.

Trophy Dash: Norton; Bloomberg;

Joosten.

SUPER LATE MODELS

A-Main: Jamie Wallace, Pell Lake; Rick Corso, McHenry, IL; Kent Burkhardt, Burlington; Russ Blakley, Delavan; Randy Rodgers, Elkhorn; Landry Potter, Genoa City; Jerry Cowan, Burlington; Jeff Holmgren, Jr., East Troy; Vincent Merry, Wadsworth, IL; Kenny Joosten, Wonder Lake, IL.

Heat: Blakeley; Mike Simon, Jr., Ingleside, IL; Merry.

Time Trials: Wallace.

Trophy Dash: Wallace; Eddie May, Crystal Lake, IL; Todd Lehr, Genoa City.

SUPER STOCKS

A-Main: Ken Eibbrenner, Racine; John Maki, Jr., Antioch, IL; Adam Regnier, Twin Lakes; Mike Gunderson, Wind Lake; Tom Fay, Arlington Heights, IL; Tom Roney, Ridgefield, IL; Scott Norton, Wonder Lake, IL; Al Kuphal, Franklin; Joe DeCubellis, Burlington; Josh Wallace, Pell Lake.

Heat 1: Bill Morris, Streamwood, IL; Randy Schneider, Burlington; Bill Reese, Antioch, IL.

Time Trials: Gunderson.

Trophy Dash: Maki; Gunderson; Norton.

Smart became the new leader and held back challenges from Joosten for the win. Erik Pierce was third, with Gary Norton and John Fischer trailing.

Gary Norton won the sportsman dash by mere inches.

Weekly racing for the 39th season continues every Saturday night. Time trials begin at 5:45 pm, with racing at 7.

RESULTS

SPORTSMEN

A-Main: Ken Smart, Oconomowoc; Kenny Joosten, Wonder Lake, IL; Erik Pierce, Lake in the Hills, IL; Gary Norton, Hebron, IL; John Fischer, Burlington; Jeremy Bloomberg,

season title will include brothers Chris and Jason Weinkauf, all-time Series points leader Ken Reiser, veteran Don Turner and M.G. Gajewski, who was the 2004 WCS Hard Charger Award winner.

Several new drivers expected to join the Series on a full-time basis include 2004 Wisconsin International Raceway super late model rookie of the year Andy Monday, 2003 WIR rookie of the year Brent Strelka, 2004 WIR limited late model champ Tom Gee, Jr., veteran Pete Vandermolen, Callin Harrell, and local racers Jeff Kendall and brothers Jeff and Kenny Richards.

In addition to the WCS super late models, a full program of four-cylinder Bandit racing will take place. Pit gates will open at 10 am, practice begins at noon, the main grandstand will also open at noon, and qualifying will take place at 1:30 pm. The race program will begin with a pair of 30-lap WCS qualifying races starting at 3 pm, which will set the feature field.

Dells Motor Speedway is located just five minutes from the downtown Wisconsin Dells tourist area, or three miles west of I-90/94 off exit 85 on Highway 12/16 toward Lyndon Station.

The second event of the 2005 WCS season will be held at Jefferson Speedway, located between Jefferson and Cambridge, on Saturday evening, April 23. The show will mark the only appearance of the WCS super late models on a quarter-mile oval this season, and five divisions of racing will take to the track that evening. Additional Wisconsin Challenge Series information is available by calling (920) 731-6804.

WCS Ready for Season Opener

WISCONSIN DELLS, WI, March 31 -- In spite of a long winter delaying track and grounds preparation, Dells Motor Speedway is preparing to host the season-opening event of the Wisconsin Challenge Series on Saturday afternoon, April 9.

The show will mark the start of the fifth season for the Series, which has grown into one of the most competitive short-track racing programs in the Midwest. The program will also be the season-opening contest for the semi-banked third-mile Speedway.

The Dells has hosted the WCS's season opener in each of the past two years, and it has hosted the second-highest number of contests in Series history, with eight prior events. Only the Golden Sands Speedway has hosted more WCS contests.

Last season's Series opener saw a series record number of entries, and 2003 WCS champion Erik Darnell captured the event over local standout Frank Kreyer and central Wisconsin hotshoe Jeremy Lepak, who was the fastest qualifier of the 54 racers to take to the track that day. Darnell, who has enjoyed success while running in several NASCAR series, is expected to defend his victory, and Kreyer and Lepak are also expected for the contest.

The show will also open the season-long Series points chase, captured last season by multi-time Golden Sands Speedway champion Mark Eswein, who became the Series' first repeat title holder when he edged out Minnesota native Adam Royle for the championship.

Other strong contenders expected for the

Trickle to Race Opener at MIS

by John Wells

OREGON, WI, April 4 -- Madison International Speedway will welcome one of the top short-track drivers in Wisconsin history for its season opener on Sunday, May 1, when Dick Trickle will compete in the Wisconsin Challenge Series event that is part of the program.

"I'm really looking forward to it. It's a great place to start the season for me coming back to Madison International Speedway," said Trickle. "I've spent a lot of time at Madison over the past 30 years."

Trickle is no stranger to the paved half-mile, where won track championships in 1971 and '72 and collected a record 72 feature victories.

Trickle also commented about the crowds at Madison, both past and present. "It was always an enthusiastic crowd," he said. "The fans were great. ... The half-mile (has) featured a lot of speed and the races were always

great. I always enjoyed it; it was and always will be a challenging track."

Trickle plans to bring to Madison a chassis he is familiar with from his full-time short-track racing days. The car, named "Goldie," was the same chassis Trickle ran before going south to race NASCAR events in 1989. "It will be basically be the same chassis," explained Trickle. "I ran the car back in 1989 and 1990 in a half-dozen shows. I ran at Slinger, Kaukauna, Dells and Phoenix with this car. We will have a new motor and body on it and all the other updates for the five or six shows we plan to run in the Midwest this season."

Trickle noted that Minnesota's Kevin Lang has updated the car for him. "It's going to be a lot of fun," said Trickle. "We're not going to go back into any full-time racing."

"It's going to be fun driving against second- and third-generation (sons) of guys that

I used to race against. For a lot of the new fans they probably heard about me from their dads or uncles, and for many of the guys I used to race against it's special when they stop by and say hi. I get to see a lot of my old fans, and they bring the young ones with them."

Trickle will be part of the Wisconsin Challenge Series' first-ever visit to Madison. "We are expecting a great turnout of drivers for this race. Interest is high, and as we get closer to opening day the excitement will soar to even greater heights," said MIS promoter Steve Einhaus. "The Wisconsin Challenge Series is a great series, and we are expecting many familiar faces to be among the super late model drivers trying to make the show, as well as some new faces, too."

Pit gates will open on May 1 at 10 am, hot laps begin at noon, qualifying starts at 1:30, and racing action begins at 3 pm. The Big Eight limited late model series will also be in action for the season opener. For more information, please call the track at (608) 835-9700.

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WEST SALEM, WI -- The first Stock Car Classics League race doesn't happen until the Yesteryears Racer Reunion on Saturday, June 11, at the LaCrosse Fairgrounds Speedway, but interest in the vintage race cars seems to have reached a new level heading into the upcoming season.

Former champions Chuck King of Lombard, IL, and Gary Stein of Northfield, MN, are both returning to compete in 2005. King will drive either a former Ward Burton NASCAR Cup Series Dodge or a Tommy Houston NASCAR Busch Series Thunderbird. Stein will switch from his former Dave Watson Buick to a 1966 Chevrolet Impala once driven by inaugural Daytona 500 runner-up John Beauchamp. Beauchamp was inched out by Lee Petty in the first superspeedway race at Daytona Beach. Stein's Buick has been sold back to its original owner, Dave Deppe.

Other drivers expected to see action in the vintage-car league include:

- Jeff Bagstad, LaCrosse - '69 Joe Shear short-track Chevelle;
- Terry Ryan, Davenport, IA - '75 USAC Camaro;
- Pete VanZeeeland, Menasha - '73 Richard Petty Dodge;
- Charlie Schwoch, Poynette - '83 Bobby Allison Thunderbird;
- Bill Paul, Milwaukee - 2001 Todd Bodine Taurus;
- John Vig, Jr., Shakopee, MN - 2001 NASCAR Truck Series Ford;
- Dave Schreiner, Deerfield - '94 Terry Labonte Sunoco Oldsmobile;
- Dave Dotter, East Hazel Crest, IL - '71 Bob Schacht ARCA Dodge Challenger;
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- Mike McCormick, Kaukauna - '63 Tiny Lund Ford;
- John Janssen, Burlington - '64 Dale Earnhardt Chevelle;
- Vaugh Gerke, South Beloit, IL - '57 USAC Chevrolet;

- Jerry Ruehlow, Oconomowoc - '96 Ken Schrader Monte Carlo;

- Don Emrich, Evansville - '72 Benny Parsons Chevelle;
- Kevin Potter, Ixonia - '96 Ted Musgrave Thunderbird;
- Mike Stein, Lakeville, MN - '78 short-track Camaro;
- Perry Ziehm, Oconomowoc - '94 ARCA Lumina;
- Butch Mierendorf, Lake Mills - '96 ARCA Grand Prix;
- John Vaash, Jr., Racine - '71 Dave Marcis Charger;
- Pat Loppnow, Burlington - '79 short-track Camaro.

The overall champion will receive over \$3,000 in awards at the Mid-American Stock Car, Inc., banquet November 5 at Leathem Smith Lodge in Sturgeon Bay.

A complete Stock Car Classics League schedule is included in CFRN's Race Fan Guide accompanying this issue.

Former Champions to Compete in Stock Car Classics League Opener

Elko's 'Enduromania' Only Weeks Away

WATERFORD, WI -- The season-opening enduro special at the Elko (MN) Speedway is only weeks away.

Two events will be held on April 23 - a 240-lap event for full-sized cars and a 100-lap event for Hornets and other four-cylinder compact cars. These events are being held in celebration of the track's 40th year of operation.

Car entry for the full-sized cars is \$35 if received by April 10 and \$50 if received from April 11-23. Cutoff for entries is 6 pm on April 23. The car specifications will be aligned to the Elko power stocks, Raceway Park Bombers, Raceway Park enduro and Midwest Enduro Stock Car Series rules. There will be no hybrid cars allowed; drivers must specify which series they are affiliated with and run under the specific rules for that series or division. The event will have a total purse of \$8,075, paying the top 25 positions, with \$1,500 going to the winner.

Car entry for the four-cylinder cars is \$20 if received by April 10 and \$30 if received from April 11-23. Cutoff for entry is 6 pm on April 23. The car specifications will be aligned to the 2005 Elko Speedway Hornet rules; other four-cylinder cars, such as those of the Midwest Enduro Small Car Series or the Raceway Park four-cylinder class, may also be eligible to run. The event has a total purse of \$1,650, with \$250 going to the winner and the top 20 finishing positions paid.

Car entry forms and front gate admission information may be obtained by calling the track at (952) 461-7223. Entry forms may also be obtained through the Midwest Enduro Stock Car Series at (262) 895-6682. Both shows will also be governed by the Midwest Enduro Stock Car Series rules and procedures and conducted by Series officials on race day. For technical information, call (262) 728-6240 from 6-10 pm.

Eldora Opener Cancelled Again

ROSSBURG, OH, April 2 -- Rain and snow showers Saturday morning, combined with winds gusting over 40 mph, prompted a joint decision between officials of the United States Auto Club and Eldora promoter Larry Kemp to cancel season-opening "Don Branson-Jud Larson Classic" at Eldora Speedway for the second consecutive week.

USAC was to have been the sanctioning group for the evening's non-winged National Sprint Car Series action. They are scheduled to return to Eldora on Saturday evening, April 30, as part of

the 11th annual Border Wars competition.

Attempt number three to get the 2005 campaign underway will be the weekend of April 8-9, when the World of Outlaw sprints invade Eldora for their first appearance of the season. A full program of doubleheader racing is slated each night, with the United Midwestern Promoters modifieds joining the action on Friday night and the Eldora stocks the co-feature on Saturday.

The USAC sprint series is now set to open April 10 with the "Glen Niebel Classic" at the Anderson (IN) Speedway

ALMS to Kick Off '05 at Limaland

ROSSBURG, OH, April 2 -- For the second straight year, the points race towards the American Late Model Series championship will get underway at Limaland Motorsports Park. Set for Friday evening, April 8, the event will mark the eighth time the ALMS tour has competed upon the quarter-mile high-banked dirt oval.

Defending Series champion Kris Patterson is the all-time leading feature winner at Limaland. Of the seven prior race meets at Lima, Patterson has amassed three feature victories and is the only driver to have repeat wins there. Single conquests have been registered by Jerry Bowersock, Matt Miller, Shane Yoder and last season's victor, Steve Casebolt, Jr. Patterson, a six-time ALMS champion, will be in the field Friday night.

The following weekend, Saturday, April 16, will find the tour heading back to Eldora Speedway, where the Series was to have kicked off in March, but weather conditions had forced a cancellation.

Rains Force Anderson to Cancel 'March Madness'

ANDERSON, IN, March 19 -- Anderson Speedway cancelled its "March Motorsports Madness" event on Saturday, March 19, due to rain showers. The race program was to feature four different divisions in action.

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Roush Racing Adds Darnell, Others to Racer Development Stable

CONCORD, NC -- Roush Racing has recently announced the addition of four drivers to its development program - Erik Darnell, Danny O'Quinn, Joey Logano and Marc Davis. Each driver has a different racing background, but all four possess the talent to eventually succeed in the NASCAR ranks.

Darnell and O'Quinn were both discovered through Roush's "Race for the Ride" program last fall. Both drivers made it to the final test at Darlington and were considered for the Roush ride in the NASCAR Craftsman Truck Series that was eventually awarded to Wisconsin's Todd Kluever. Darnell, 23, hails from Beach Park, IL, and most recently competed in the NASCAR Autozone Elite Division. O'Quinn, 19, is from Coeburn, VA, and has spent the past two seasons racing in the USAR Hooters Pro Cup Series Southern division.

Both drivers plan to run a limited ARCA schedule this season.

Logano, 14, is from Alpharetta, GA, and was discovered when Mark Martin first noticed him racing against Martin's son Matt. Last year Logano competed in five ASA National Touring Series events and qualified fifth in his first race. Logano intends to compete in the Hooters Pro Cup Series this year after he turns 15 in May.

Davis, also 14, resides in Mitchellville, MD, and is currently the only African-American in the Roush driver development program. He will continue to compete in the FastKids truck series as well



Illinois driver Erik Darnell is among four drivers chosen to participate in Roush Racing's "Race for the Ride" driver development program.

(submitted photo)

as race a Roush-provided car at various short-track events throughout North Carolina.

"We need to constantly be searching for the next generation of drivers," said Jack Roush. "We have found four drivers who possess a great amount of skill and determination. We decided to create a program which will help them develop their racing careers and eventually move

into one of our NASCAR programs when the time is right."

All four Roush Racing development drivers are currently seeking sponsorship at various levels. Companies inquiring about sponsorship opportunities within Roush Racing should contact John Miller at Roush Racing, at (704) 720-4600.

New Sponsors Named for LM Tri-Track Challenge Series

CLINTONVILLE, WI -- A pair of significant supporters of northeast Wisconsin's dirt late model community have stepped up to provide title sponsorship for the 2005 Tri-Track Challenge series.

Forest County Potawatomi of Crandon and Seubert Calf Ranches of Dorchester have been named title sponsors of the two-year-old series, to be contested at Langlade County Speedway, Shawano Speedway and Seymour Speedway, said series coordinator Ed Bertram.

In its inaugural season in 2004 the Series doled out more than \$25,000 in cash and contingency awards, with Shawano's Troy Springborn named the 2004 champion; 18 other drivers also chased the series. The average car count at the three member tracks was more than 24 per night.

"With the help of these two major sponsors, we're able to take this series to the next level," said Bertram. "We'll have more than \$60,000 in cash and product up for grabs this year. We've got most everyone coming back, and we'll have a few newcomers in the mix as well. It should be an exciting year."

In addition to Seubert Calf Ranches and Forest County Potawatomi, AmsOil Racing Products has also joined on as an associate sponsor. Also, some new program incentives have been built into the Series, including a "Tri-Fecta" challenge, a pit crew challenge and the creation of a "Quick 6" program, to give drivers several opportunities to earn prize monies and products and provide area race fans additional story lines and excitement at the tracks in 2005.

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Nicole Baier (9) leads Ryan Graham (15) during pre-season action in the HPV Senior Lite class April 3 at Badger Raceway. The Dousman, WI, track opens its points season on Sunday, April 10.



Ray Seach will be competing in the Junior Super Stock class at Sugar River Raceway in Brodhead, WI. The track hosted practice for all classes on Sunday, April 3, and will host its first points races on Sunday, April 10. (Bob Cruse photos)

Rockford Speedway Announces New Raceday Procedures

by Kevin Ramsell

ROCKFORD, IL, March 22 -- Rockford Speedway officials have announced that a plus-minus race procedure system, developed by *Race Promotion Monthly* Promoter of the Year Tom Curley, will be adopted for use during weekly race events on Saturday and Wednesday nights at the historic facility.

Under the new format, qualifying will take place during all the heat races. Heats will be determined by a blind draw prior to competition; drivers not drawing before the 6:15 pm deadline will start at the rear of their respective heat field and will be ineligible to transfer out of that heat race, although "plus-minus" points will determine their starting positions in their qualifying races and/or feature.

Each car will be awarded

one point for every position they gain in each race and will lose one point for every position they fall back. All calculations will be based off of original posted starting positions. If there is a tie in "plus-minus" points the tiebreaker will go in favor of the driver earning his or her points first. It is possible to score zero points in heat action.

The top three finishers from each division's previous feature will automatically advance to the current race program's feature provided they compete in their assigned heat races; they will still earn "plus-minus" points to determine their starting positions in their features. Three of these designated drivers from one division will be required to sign autographs on the concourse area for 15 minutes following their

division's final heat race or forfeit their feature starting position, unless prior dismissal has been given by the race director.

The designated top three drivers, along with each divisions' points leaders, will also be involved in the track's opening ceremonies and will be designated throughout the race program by identification flags.

The top three non-automatic qualifiers from each heat will transfer to the features, and all cars not transferring from the heats will be placed in qualifying events or the feature. Qualifying events will only be run when there are 17 or more entrants in a given division and will be lined up by "plus-minus" points in decreasing order.

"This new format should make each race exciting for the fans and drivers, as each race will have a direct impact on a driver's feature starting position," stated Rockford Speedway president Jody Deery. "It should be fun for everyone."

Weekly racing utilizing the "plus/minus" system begins Saturday night, April 9, and continues through Saturday night, September 10, at Rockford.

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Race Cars Pack LaCrosse Track for First Practice

WEST SALEM, WI, April 2 -- If the number of registered cars and drivers who turned out for Saturday afternoon's initial practice are any indication, the LaCrosse Fairgrounds Speedway is in for yet another record-breaking summer.

Over 50 NASCAR late models, 60 sportsman and nearly 70 Thunderstox cars are currently registered for the 2005 campaign.

On Saturday, officials elected to start the practice session nearly 30 minutes early, to give the huge number of race teams that showed up a chance to get some practice time in. Over 75 cars were on hand for their first crack at the 5/8th- and quarter-mile ovals, including nearly 20 late models. Among those on hand were former track champions Mike

Belling, Kevin Nuttman and Steve Holzhausen, and reigning track title holder Charle Menard.

It was also the first time in Speedway history that female drivers practiced in all three major divisions, as Laurel Viera (late model), Emily Sue Steck and Danielle Neary (sportsman) were on hand to practice, along with Mary Schill, who returns to action in the Thunderstox class.

Action gets underway this Saturday night at 7:15 pm with the season opener, with the top three divisions taking to the track. Time trials begin for the sportsman and late model drivers at 5:05 pm. The Hornets will start their season here on April 23.

Cywinski, ASL to be Part of Tuesday Night Shootout at WIR

KAUKAUNA, WI -- An American Stockcar League 150-lap A-main will be the featured event for the Tuesday Night Shootout at Wisconsin International Raceway in Kaukauna on Tuesday night, August 2, at 7:30 pm, and three-time American Speed Association national touring champion and former ARTGO champ Kevin Cywinski of Lakeville, MN, has announced that he will be in the field.

The ASL was formed by former ASA national touring teams and Mid-American Stock Car, Inc., and the Kaukauna race is one of 71 racing events that Mid-American Stock Car, Inc., will be involved with in 2005.

The first Tuesday night in August has been a traditional race date in the Fox River Valley with the ARTGO Series and later NASCAR Elite Division. The date became available in 2005 when the former promoter of the race withdrew his commitment to the date; Mid-Am will be the promoter of this year's event.

"We're happy to be able to present a race of this type on a traditional date at our track," said WIR owner Roger Van Daalwyk.

"This has all come together very quickly, and we are rapidly getting the evening's

events together," said Mid-Am and ASL president Gary Vercauteran. "We will have discounted advance tickets and the entire event will be family-friendly."

Cywinski wrapped up his third ASA title last fall but received no point fund money. "I got my trophy a couple of weeks ago," Cywinski recently commented.

"Hopefully things will look up this year and the new series will gradually build. I believe there's a good chance it will happen. The way the ASL is structured reminds me of ARTGO."

Cywinski was the 1986 Central Wisconsin Racing Association late model champion, the '95 ARTGO champion, and the 1997, 2003 and 2004 ASA champion. He was also a former all-conference football player at Mosinee High School.

"We'll be running the ASL races that do not conflict with the ARCA schedule," Cywinski concluded.

Other drivers planning on competing in ASL events this year include Butch Miller, Mooseville, NC; Brian Reffner, Stevens Point; Jarit Johnson, El Cajon, CA; Ryan Mathews, Lake Geneva; Rick Beebe, Olathe, KS; Rich Bickle, Edgerton; Landon Cassill, Fairfax, IA; Jeff

Streeter, Chowchilla, CA; Trey Allen, McGregor, TX; Matthias Czabok, Ashland, OH; Greg Stewart, Four Oaks, NC; Jay Middleton, Lake City, FL; Jenny White, Topeka, KS; Joey Miller, Lakeville, MN; Matt Hawkins, Canton, GA; Curtis VanDerWal, Oskaloosa, IA; Rich Loch, Muskego; Trevor Stewart, St. Cloud, MN; Peter Cozzolino, Indianapolis, IN; Kenny West, Sherrills Ford, NC; John Vig, Jr., Shakopee, MN; Boris Jurkovic, Crestwood, IL; Frank Golletti, Woodland Park, CO; Jacob Dolhun, Milwaukee; Terry Schoppenhorst, Berlin; Troy Wangerin, Jordan, MN; and Tony Wilson, Brezeewood, PA.

There will be a practice and press conference on Monday, August 1, from 3-6:30 pm at the Kaukauna track. Qualifying on the half-mile paved oval is tentatively set for 5:30 pm on August 2, with racing at 7:30. Other events planned include the return of the "Royal Rumble" Mid-Am stock car-versus-super truck 30-lap feature as well as a 25-lap ASL last chance race, possible late model shootout and heat races.

More announcements about the event will be issued shortly. Call (920) 823-2856 for more information.

Americann Late Model Series Sets 25-Race Slate

ROSSBURG, OH, March 20 -- With renewed sponsorship, the American Late Model Series is ready to embark upon its 11th season with an ambitious 25-race slate toward the \$5,000 championship title.

As in the previous ten years, the ALMS tour for dirt late models will be under the guiding eye of the United Midwestern Promoters. This year's slate pretty much mirrors last year's, with each of the tracks that held events last season returning for 2005. The lone addition will be a first-ever trip for the ALMS faithful to Ontario, Canada, and the South Buxton Speedway in August.

Considered the "home base" for the series, Eldora Speedway in Rossburg will present five contests on its half-mile clay oval, including the

seaosn opener on March 26. Also, Oakshade Raceway in Wauseon will host four events, while a pair of Michigan ovals - I-96 Speedway in Ionia and Hartford Speedway Park - will each host three ALMS race meets.

Hosting a pair of points meets each will be Ohio ovals Limaland Motorsports Park, Attica Raceway Park and Fremont Speedway. Single events will be contested at Crystal (MI) Motor Speedway, Gas City (IN) I-69 Speedway, Union County (IN) Speedway and South Buxton.

Kris Patterson, who has six ALMS titles to his credit, reigns as the defending tour champion. The only other drivers to have captured championships have been Shane Yoder (twice), Jerry Bowersock and Greg Johnson.

Mother Nature Claims Friday Show at MCM

NASHVILLE, TN, April 1 -- The first weekly "Friday Night Thunder" race event of the season for the Music City Motorplex was cancelled due to rain. All tickets for the April 1 event will be good for any weekly race program throughout the season.

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Potawatomi Returns to Thunderhill

STURGEON BAY, WI, March 17 -- Thunderhill Speedway in Sturgeon Bay has officially announced the return of the Forest County Potawatomi Community as a major sponsor of the track for the 2005 racing season. This will be the third straight year that the Speedway and the Potawatomi Community will partner together to bring a strong five-division racing program on Saturday nights to the Door County peninsula.

"This is great news, not only for the track itself, but for our entire racing family here in Sturgeon Bay," said Thunderhill promoter Bryan "Woody" Wodack. "Their involvement allows us to do some things that directly benefit the race teams and the fans alike. They are such a big part of many forms of racing in the Midwest, and it truly is a great honor to have them back again."

The Potawatomi Community, including the Northern Lights Casino and Indian Springs Lodge in Carter, and Milwaukee Bingo and Casino in Milwaukee, are not only active in stock car racing in northeastern Wisconsin, but are also supporters of race teams in the CORR off-road truck-racing series and several USSA snowmobile racers.

Wodack has unveiled a new plan to provide a double payout night for the Speedway's IMCA modified, stock car and hobby stock classes and street stock division during the season. The actual date of the increased purse night will be announced soon.

The track will also establish a \$10,000 point fund to be distributed at the 2005 awards banquet to conclude the season.

"We're pretty excited about the season," Wodack concluded. "We'll be unveiling a new line of Thunderhill clothing, we're looking at some additional landscaping, and with the help of the Potawatomi members, we've built our strongest line-up of specials ever. It's going to be quite a season."

The Potawatomi Thunderhill Speedway is located at the John Miles Fair Park, located at the Fairgrounds in Sturgeon Bay.

Chase for National Midget, Focus DoY Resume After Two-Month Hiatus

MILWAUKEE, WI, March 31 -- After two months of inactivity the chase for the 2005 National Midget Driver of the Year championship resumed this past weekend, as events on Saturday at Shasta Raceway Park in Anderson, CA, and Colorado National Speedway in Erie, CO, on Sunday kicked off a stretch of 28 straight weeks of midget auto racing in the United States.

A record 227 events are scheduled in all midget-racing sanctioned series this year, the highest number since the award was started in 1999.

The final points race for the 2005 DoY honors will be the Mopar Sprint and Midget Classic USAC-sanctioned event at the Orlando (FL) Speedworld on December 1-2. Although previous DoY rules included only those events run from January 1-November 30 as counting towards the championship, and December events counting towards the next season's standings, this rule has been waived for the 2005 season.

Previous champions include Jason Leffler (1999), Kasey Kahne (2000), Tracy Hines ('01), Aaron Fike ('02, '03) and Bobby East ('04).

Also, as previously announced, the first-ever Driver of the Year program for Ford Focus-powered midgets has been started, with 106 events scheduled nationally.

BGN Driver Streeter to Run for ASL Title

CHOWCHILLA, CA -- NASCAR Busch Series driver Jeff Streeter of Chowchilla has announced plans to pursue a title in the American Stockcar League, beginning with the series' opener at I-70 Speedway in Odessa, MO, on Saturday night, April 30.

Streeter has competed in 15 Busch Series events. He led the ARCA series points, at age 17, in 1997 for a good part of that season, but his team was forced to withdraw from the series due to a lack of sponsorship.

In 1998 Streeter finished 15th in NASCAR Winston West Series points.

His team will be based in Vinton, IA, during the summer of '05. Streeter is a three-time San Jose Karting Club champion and has done some racing in the IMCA modified division.

"We aim to be at the first race April 30 at I-70 Speedway, and we'll attempt to make all of them," said team owner Steve Streeter, Jeff's father. "We've had a lot of practice time at Hawkeye Downs and are happy to see two ASL races will be run there. Chas Howe has given us a lot of help. We've actually got one complete car and another under construction."

For more information, call (920) 823-2856.

Mid-Am Contingency Programs Total Over \$400,000

BAILEYS HARBOR, WI -- Total contingency awards for the Mid-American Stock Car Series, Inc., divisions have exceeded \$400,000 as of Wednesday, March 30.

The current total stands at \$400,150 for the Mid-American Stock Car Series, Americar StockCar League, Midwest AllStar Racing Series late models, Mid-Am Super Truck Series and Stock Car Classics League. The previous high for the combined divisions was \$123,000 in 2003.

Many of the awards will be presented at the combined series banquet on Saturday, November 5, at the Leathem Smith Lodge in Sturgeon Bay.

Mid-American Racing has announced a strong line-up of contingency sponsors and programs for its various racing divisions for 2005.

Pace American Trailer has renewed its contingency program for the stock cars and super trucks, with race teams owning Pace American trailers qualifying for cash bonus awards. Trailer registration forms must be filed with Pace American through the Mid-Am Series office in order to be eligible.

Competition Specialists of Menasha has announced an engine contingency program for the MARS late models, Mid-Am stock cars and super trucks, and the Classics League, paying drivers using Competition Specialists engines an rebuild certificate for feature wins. For more information on engine packages call (920) 725-9384; the company is located at 1342 Earl Street in Menasha.

The 2005 Pat Schauer Memorial Rookie of the Year award in the ASL will include a cash bonus from Wisconsin Steel Industries, Inc., of Milwaukee. WSI will also present certificates for blasted and powder-coated chassis to the seventh-place finishers in the final stock car, MARS and super truck series points.

For the 11th straight season, Schoenfeld Headers will present awards to all rookie drivers in the Mid-Am and ASL divisions. Drivers must display a Schoenfeld Headers decal in order to win the awards.

M/R Racing Equipment of Waldo has posted contingency awards for all five Mid-Am divisions. First-, third-, fifth-, seventh- and ninth-place finishers in the ASL, MARS, stock car and super truck points will all receive certificates at the

Mid-Am awards banquet on November 5; the champion in the Midwest Stock Car Classics division will also receive a certificate.

Bassett Racing Wheels of Burlington will award certificates throughout the racing season to MARS and ASL drivers, and Bassett will also award four powder-coated wheels at the combined series banquet.

Stewart Warner Performance will award a five-gauge instrument panel to each champion and top rookie in the ASL, MARS, stock car and super truck series at the combined series banquet.

CTF Chassis of Menomonie will award a new chassis to the 2005 Mid-Am Stock Car Series rookie of the year. CTF Chassis is owned by former Mid-Am Stock Car Series champion and current MARS star Rod Brewe. The business is located at E6596 County Road E, Menomonie; for additional information call (715) 308-3288.

Wehrs Machine Racing Products of Bangor has announced a fast-qualifier bonus plan for the MARS schedule. A product certificate will be awarded to the fast qualifier at each of the 14 points races for the paved-track late model series. Wehrs is also fielding a MARS late model with Blake Horstman as its driver.

Baker Engineering of Nunica, MI, has released a contingency program for the MARS late models, stock car and super truck series, and the Classic League, awarding shop credits for each feature win and to each division's champion. Qualifying entrants must run a Baker Engineering decal on their cars. For more information about the Baker plan, call (616) 837-8975.

PowerTrain Technology has announced a contingency plan for ASL race teams that will pay the fifth-place finisher in the final 2005 point standings a clutch assembly certificate and the fifth-place finisher in each race during the year a product certificate. An added bonus award will also be announced for the top overall finisher in the two ASL races to be held at Madison International Speedway in Oregon on June 18 and July 9. Phone (847) 458-2323 for more information about the company's products.

Howe Racing Enterprises of Beaverton, MI, will award a chassis mid-

section to the 2005 ASL champ, and the fastest qualifier at each ASL race in 2005 will also receive a Howe Products certificate. The chassis mid-section will be awarded at the series banquet in November.

Coleman Racing Products of Menomonie, MI, has announced a contingency plan for the ASL worth \$19,500. The awards are in the form of certificates redeemable for Coleman products presented for feature wins and fast qualifying times to drivers using Coleman products. For more details about the Coleman awards program, call (800) 221-1851, ext. 122.

Coleman will also announce an awards program for the MARS late models, super trucks and stock cars in the near future.

Richard Lofy of Performance Specialties Racing of Oregon has posted a contingency award for each fifth- and tenth-place finisher in the MARS series, beginning with the season opener on May 30 at I-70 Speedway in Odessa, MO. Each fifth- and tenth-place finisher will receive a certificate for a four-shock dyno test. Lofy also plans to announce additional awards shortly. For more information, call (608) 835-7415.

Aluminum Racing Products will award one super truck racing body and one MARS late model body at the combined series banquet in Sturgeon Bay, in a drawing of all drivers competing in at least 75 percent of those series' race events. For more information on ARP bodies, call (888) 245-1468.

All Mid-Am member race teams are reminded to keep their front fenders open for sponsor decals and save the primary windshield spot for a series decal, designated to insure competitors that they are eligible to win the awards. All contingency award winners must be series members.

The complete rookie award program is expected to be worth up to \$10,000 per division.

Companies wishing to be represented with the over 600 drivers expected to compete in Mid-American events in 2005 can call the series office at (920) 823-2856 for more information. A total of 71 events are planned on paved tracks ranging from one quarter-mile to one mile in length.

AmsOil, WISSOTA Challenge Series Team Up for Superior SpringFest

SUPERIOR, WI, March 18 -- For the first time in the history of the AmsOil Late Model Series and the WISSOTA Tri-Star Late Model Challenge Series, the two dirt late model touring groups will combine forces and co-sanction during the first-ever Superior SpringFest, to be held at the Superior Speedway on Wednesday, May 25.

The event will feature WISSOTA late model drivers from up to six states and Canada, as both series kick off their 2005 campaigns. The AmsOil series will run six races throughout the season and will crown a champion in early September at Superior, while the Challenge Series will run 12 events and will crown its champion in late August in Rice Lake.

Challenge Series and Superior Speedway promoter Chris Stepan expects upwards of 50 drivers to compete on the 4/10th-mile clay oval. The event will see drivers draw for heat race starting positions and qualify for the feature via passing

points. The top six drivers in passing points after the heat races are completed will redraw for a pole dash, which will determine the line-up for the front three rows of the 40-lap, \$2,000-to-win feature.

Drivers finishing seventh through 18th in passing points will be locked into the feature, and B-features will be run to bring the feature field to 24. The highest driver in 2004 AmsOil Series points that fails to qualify will then be added as a provisional, as will the highest non-qualifying driver from the 2004 Challenge Series final points to complete the 26-car field.

WISSOTA super stocks and Midwest modifieds will also be on the card. For more information on the Superior SpringFest, the Superior Speedway or the Challenge Series, call Stepan at (715) 497-8916.



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Reshaped Seymour Speedway Gearing Up for '05

SEYMOUR, WI, March 14 -- The N.E.W. Dirt organization is looking forward to starting a new chapter in the history of dirt track racing in Seymour. Gone is the Seymour Tri-Oval, while taking its place is the redesigned Seymour Speedway true oval, along with several new amenities.

With the help of many area businesses, the Outagamie County Fair Board and countless volunteers, the track has been completely reconfigured into a more traditional oval shape. New clay, lights and retention fencing is set to be put in place as soon as the weather permits. The club is also working with numerous experts to ensure that the work done will provide a great racing venue for years to come.

The 2005 schedule has been recently released, and of note is the fact that the start of the season has been set back slightly later than in past years, to May 22. This decision was made to ensure adequate time to prepare the track correctly and avoid early-season problems.

Seymour Speedway will once again host WISSOTA late models, IMCA modifieds and stock cars, street stocks, and four-cylinders on a weekly basis. Also returning this year is the Tri-Track Challenge series for WISSOTA late models, in partnership with the Langlade County Speedway and Shawano Speedway.



Seymour Speedway looks a lot different now that the reconfiguration is compete. The former tri-oval has been reshaped into a true oval for the 2005 season and beyond.

(Greg Haney photo)

The Seymour Speedway will experimenting with a new start time during the month of May, moving race time up one hour to 5 pm. Track officials will then gather feedback from fans, drivers and the track staff to determine whether this

starting time will remain throughout the season. Division champions will be crowned on August 28 for all classes except late models, who will crown their champ s part of a season-ending special on September 4.

Challenge Series to Maintain Local Focus with Ten-Race Schedule

APPLETON, WI, March 22

— Since the 2001 season, the Wisconsin Challenge Series has maintained a series of events for paved-track super late model fans and participants based on keeping costs in check. One of the foundations of the cost-cutting effort has been to limit travel distance between events on the schedule.

For 2005, the Series will present ten events at six Wisconsin ovals, with a maximum travel distance between tracks of less than three hours.

Two new venues - Wisconsin International Raceway in Kaukauna and Madison International Speedway in Oregon, both half-mile ovals - will host their first-ever WCS events in 2005. The schedule also hosts traditional stops at Golden Sands Speedway, Dells Motor Speedway and Marshfield Super Speedway, with two events at each. Rounding out the schedule is a return to Jefferson Speedway for the only Series event contested on a quarter-mile

track this season.

The intended start of the season will be the traditional track and WCS opener at Dells Motor Speedway on April 9, known as the "Dash for Cash 100." The event will also feature a Bandit invitational for four-cylinder cars.

The Series then moves to Jefferson Speedway on Saturday, April 23, marking the season opener for that track.

May starts with the first-ever appearance by the Series at Madison, on Sunday afternoon, May 1. The Miller Lite 100 will open the season for the high-banked, half-mile paved oval, and in addition the Big-8 Series for limited late models will also make its MIS debut.

Two weeks following that contest will be the long-awaited arrival of the Series at WIR, on Sunday afternoon, May 15, dubbed the Budweiser Spring Classic presented by WAPL. Included in the event will be a full program for Wisconsin Sport Trucks and school bus races.

WCS North American Cup 100 on Saturday night, July 2. Two weeks later, on Saturday night, July 16, Marshfield Super Speedway will host its first WCS contest of the 2005 season, partnered with two support classes, the four-cylinders and the one-man cruisers. The final event in July is the lone Friday night event on the schedule, on July 29, when Golden Sands Speedway hosts its final WCS event of 2005 - a 100-lap contest, with Wisconsin Sport Trucks and two-man cruisers added as support divisions.

The series will then take a six-week hiatus until the championship event is again held at Marshfield, on Saturday night, September 10. The program will also feature four-cylinders and one-man cruisers. A post-race championship celebration will be made on track following the contest.

Additional Wisconsin Challenge Series information can be obtained by calling (920) 731-6804.

In July, Dells Motor Speedway will host its traditional

German Native Czabok to Run ASL Series

ASHLAND, OH -- German native and current Ashland resident Matthias Czabok, who drove for Urbine Motorsports on the ASA national tour in 2004, will switch to the new ASL series in 2005.

Czabok will again drive Greg Urbine's number 07 car, and the team plans to participate in all 2005 ASL events.

"Greg just founded this new team in 2004 and made all the investments, so we are just glad that with the new ASL series we have a place to run in 2005," said Czabok.

Veteran Stewart Headed to ASL

FOUR OAKS, NC -- Veteran ASA National Tour driver Greg Stewart of Four Oaks has announced plans to compete in the newly-developed American Stockcar League, beginning at I-70 Speedway in Odessa, MO, on Saturday night, April 30.

"We will run as many as we can. We look forward to seeing the ASL get bigger and better every year," said team owner Wade Stewart.

"We've basically been in the top 15 in (ASA) points for the last seven seasons. We've been to all the tracks on this year's schedule except I-94 (in Minnesota)."

The season ends at Southern National Speedway in Kenly. The "Sweet Potato Nationals" will feature a 200-lap ASL race and a 150-lapper for straight-rail late models on the 4/10th-mile banked oval.

"We had a challenging first year," noted Urbine. "With all that was going on within the (ASA) and Matthias never having driven a stock car or on ovals before, it was a wild ride for us, but we got better every time we went out there and actually finished out the season with a strong run in Atlanta, where we were running on the lead lap all night long and finally finished in 18th place, just eight seconds behind the race winner."

The new team-and-driver combination finished 31st in car owner points and 38th in driver points in its first full year of

operation.

"It has been a long winter with a lot of open questions," stated Czabok. "I just cannot wait to get back in the car for the (ASL) season opener at Odessa (MO) on April 30."

"I think it will be an advantage to have the same group of people involved in our 2005 ASL program," Urbine added. "I am a strong believer in consistency, and by having the same team and driver in 2005 we all know what to expect."

Rookie to Compete in ASL Series with SS Racing

BAILEYS HARBOR, WI -- SS Racing team owner Ken Smith has announced that he will supply entries for the full schedule of the newly-formed ASL series with rookie driver Jarit Johnson.

The ASL, started earlier this year by Gary Vercauterens Mid-American Stock Car Series, will allow cars formerly used in the ASA and will operate with similar rules.

Johnson, whose older brother is NASCAR Nextel Cup star Jimmie Johnson, will be competing for the series' rookie-of-the-year award. The younger Johnson was competing in stock cars earlier this year at Hickory (NC) Motor Speedway, claiming three poles, three wins and almost all top-five finishes.

SS Racing had developed a history of winning and earning top-five finishes in the ASA Series with three-time ASA champion and short-track hero Butch Miller as its driver. SS Racing will field Johnson in the ASL car for a full schedule, while Miller will run selected races on the schedule for the team. Both Johnson and Miller also may run some limited NASCAR Truck Series races this year.

Major Contingency Program Announced at MIS

by John Wells

OREGON, WI, March 14 -- Madison International Speedway promoter Steve Einhaus has announced that a major contingency program is coming to MIS for 2005.

The program will make available a minimum of \$50,000 in contingency products and certificates over the course of the season to competitors in the Speedway's four weekly divisions - ASA late models, super late models, Midwest and Mid-Am super trucks, and area sportsman.

MIS is one of only 60 tracks nationwide to be part of the Contingency Connection program, supported by several national automotive and racing parts manufacturers. Winning racers will receive awards directly from these manufacturers.

Drivers will be required to register for the contingency program in early April. Two divisions will be featured each week on a rotating basis, with winning drivers receiving a certificate for every contingency sponsor decal they display on their race car or truck. Additionally, a bonus award of merchandise and certificates will go to one of MIS's four divisional track champions. A monthly "Weekend Warrior" bonus program will also be in effect.

More information on these programs will be available soon, and questions should be directed to Steve Einhaus at <smiseinhau@yahoo.com>. The 2005 racing season at Madison International Speedway begins on Sunday, May 1, and regular racing action returns to Friday nights in 2005 when the four weekly divisions take to the track on Friday night, May 6.

Finalized Classics Slate Brings Mid-Am Event Total to 71

BAILEYS HARBOR, WI -- A finalized schedule for the Midwest Stock Car Classics League brings the total number of racing events planned by Mid-American Stock Car, Inc., to 71 for the 2005 season.

The Midwest Stock Car Classics League is run jointly with Midwest Council and IMCA Old Timers. The three events that will count towards the 2005 Midwest Stock Car Classics League title will held on be Saturday night, June 11, at LaCrosse Fairgrounds Speedway; Friday night, August 5, at Madison International Speedway in Oregon; and Saturday afternoon, August 27, at The

Milwaukee Mile.

The league is open to any 1955 and newer steel-bodied car meeting Mid-Am Stock Car Series safety standards. Vehicles may be former USAC, NASCAR or ARCA cars or trucks, or they may be replica cars built on stock-stub frames. Any racing tire ten inches or narrower may be used, and the suggested minimum weight is 3,200 pounds post-race with driver. Vintage race car owners not wishing to compete are encouraged to display their vehicles at events.

For additional information, contact the series office at (920) 823-2856.

Mierendorf Looking Ahead to Busy Season with Classics, Mid-Am

LAKE MILLS, WI -- Veteran stock car driver Butch Mierendorf of Lake Mills is looking ahead to a very busy season.

Mierendorf recently acquired the 2002 Mid-Am super truck, formerly driven by Jeff Steenbergen, who was the 2001 Mid-American Super Truck Series rookie of the year and won the Series title in '02, a season highlighted by a win at Road America in Elkhart Lake.

Also in Mierendorf's racing stable will be a Bobby Allison-driven NASCAR Cup Series car, which will be run in the Stock Car Classics League. Rounding out his racing plans for 2005 will be some events in the Mid-American Stock Car Series.

"I've got two Mid-American cars. We may rent one of those out," Mierendorf said. "We're pretty excited about getting a super truck and a stock car classic."

Mierendorf has been racing since the early 1960s and ran many USAC stock car events before that group folded.

Keith Tiffany Fund Raises \$5,000

DOUSMAN, WI -- The Badger Kart Club raffled off 59 prizes on February 27 in a fund-raising effort to help Keith Tiffany, who is battling oral cancer. Tickets were sold at races and shows all over the country, and with the help of BKC racers just over \$5,000 was raised.

Chuck Doenan of Daytona Beach, FL, won two of the bigger prizes in the raffle - a 2005 Margay Brava 4.4 chassis with a Briggs & Stratton Animal engine, and another Briggs Animal. Greg Walters of Indianapolis, IN, won a 2005 Trick/Olympic Panzer Chassis, and Jennifer Grenier of Illinois won a \$500 cash prize donated by Ron's Service from Madison, while long-time Badger Kart Club racer Jerry Smith of Milwaukee won a set of cut tires from Gecker Motorsports.

All told, almost \$10,000 worth of prizes was had out.

Tiffany has spent over three months in Germany having surgery and is now in the Bahamas undergoing treatments. He will soon be back home in Wisconsin for a few weeks before returning for more treatments, and he is currently showing some progress.

The Badger Kart Club wishes to extend its thanks to the various manufacturers, companies and businesses that donated prizes to make this happen, as well as Bob Evans at <4cycle.com> and the crew at Ekarting for providing advertising room for the raffle. Also, thanks are extended to the folks at the CES series and Burris Circle tour for their help, Randy and the crew at WKA for their help and support, and Briggs & Stratton Motorsports.

Season Opener Set at Cedar Lake Speedway

by Ron Bernhagen

NEW RICHMOND, WI, March 16 -- Cedar Lake Speedway will open its doors for its 47th season of racing on Friday and Saturday, April 8-9.

The weekend will kick off on Thursday evening with a practice session from 6-9 pm; all classes of cars are welcome. On Friday racing action features a full program for WISSOTA late models, modifieds, super stocks, street stocks and Midwest modifieds, and on Saturday race fans will see another complete five-division program.

Racing action begins each day at 5:15 pm with hot laps, and racing follows at 6. The pit gate will open at 2 pm, and for drivers the cut-off time will be at 5:30 each day.

If the opener is not run as scheduled, Friday and Saturday, April 15-16, will serve as the opener, with Friday hosting a full five-division show, while Saturday's action will see the first of six sprint car shows this year - the fourth annual Billy Anderson Memorial featuring WISSOTA 360 sprints. Late models, mods, supers and Mid-mods will also race that night.

The track's first-ever school bus race night is scheduled for Saturday, May 22. Area high schools will be given a bus to decorate and someone from the school will be picked to race it. All regular divisions except Mid-mods will also be racing.

The third annual WISSOTA Cup will once again take place on Memorial Day weekend, May 27-28, with late models, mods, super stocks, Mid-mods, street stocks and IMCA sprint cars. The late models will run their heat races on Friday and features on Saturday; joining them on Friday will be the first-ever appearance here by IMCA sprints, with a full program for drivers from Iowa, South Dakota and Minnesota participating. On Saturday the late models will return for semi-features and an \$11,000-to-win feature.

On Thursday through Saturday, June 16-18, the seventh annual Masters weekend will feature a new look, with the inclusion of three sanctioning bodies new to the race, and two of those new to CLS. Thursday's action will consist of a complete show for mods, supers, Mid-mods and street stocks along with practice for late models and sprints. On Friday the IRA sprint cars will join the Masters for the first time for the first of two appearances, and also for the first time at CLS the World Dirt Racing League and NARA DirtCar Series will co-sanction the late model portion of the event, which will include two complete shows. The complete race format and purse will be announced at a later date.

On Saturday, July 2, CLS will present the area's biggest fireworks display and a full show of late models, super stocks, Mid-mods and street stocks.

The World of Outlaws will make their annual visit to Cedar Lake on Monday, July 4, with modifieds making this an all-open-wheel evening.

The 18th annual USA Nationals takes to the track on Thursday-Saturday, August 4-6. For the first time, the event will be sanctioned by the World of Outlaws Late Model Series. The big weekend starts off Thursday with a full show of mods, supers, Mid-mods and streetsters, along with late model practice. Time trials, heat races and dashes for the WoO late models will take place on Friday, along with a full show for WISSOTA late models. Saturday's finale will include semi-features and the \$40,000-to-win feature for the WoO portion of the show, while WISSOTA late models will run another complete show.

The fourth annual IRA-NOSA-Knoxville 410 Challenge on Saturday, September 10, will bring together two different sprint car sanctioning bodies plus drivers from Knoxville (IA) Raceway. The night will also serve as the fifth annual Jerry Richert Memorial. Midwest modifieds will also race that evening.

The 20th annual WISSOTA 100 returns to CLS for the 17th year in a row September 14-17. Wednesday will feature a complete program for street stocks and Mid-mods; Thursday will see late models and modifieds compete in heat races; Friday action will include heat races for super stocks as well as C- and B-features for the late models; and Saturday will feature C- and B-features for supers and late model, modified and super stock main events.

On Saturday afternoon, September 24, CLS will bring the curtain down on the year with its first \$20,000-to-win enduro race. The highest-paying enduro in the country will start at 1 pm and run for 200 laps or two hours, whichever comes first. The first 150 entries received will start the race, which is open to most four-cylinder cars.

Cedar Lake's schedule will also include kids' nights and a fan appreciation night. Call toll-free at (866) 4-CLS-FUN or (612) 363-0479 for more information on the 2005 schedule, enduro rules, or to order advance tickets to the Masters, USA Nationals or WISSOTA 100.

AmsOil LM Series Schedule Set

by Jerry O'Brien

SUPERIOR, WI -- AmsOil Late Model Series officials have set the series' 2005 schedule, which will consist of the traditional six races at four Upper Midwest venues. A \$14,000 point fund will pay the top 15 finishers, with the champion receiving \$5,000 and a years supply of AmsOil products.

The 2005 edition of the WISSOTA late model-based series will feature two changes. The first of the six events scheduled, at the Superior Speedway on May 25, will coincide with the WISSOTA Challenge Series. The other new wrinkle will occur with the series' fourth race, at the Proctor (MN) Speedway on July 31; instead of the traditional 40- or 50-lap main event, there will be twin 25-lap features paying \$1,500 to win each.

The series' opener at Superior will follow events at the Hibbing (MN) Raceway on June 7, the ABC Raceway in Ashland on July 29 and the show at Proctor. The final two events will be at Hibbing, as part of that track's traditional Labor Day Shootout, and at Superior as part of the Speedway's season-ending Northern Nationals.

Approximately 80 race teams competed in at least one event during the 2004 tour, with Darrell Nelson of Hermantown, MN, winning the title. Other former series champions expected to compete include three-time champ Steve Laursen of Cumberland, Brady Smith of Solon Springs, and Joel Cryderman of Thunder Bay, ONT.

Kouba, Richert to Partner Up for '05 Sprint Campaign

LINO LAKES, MN, March 17 -- Two of the biggest names in 360 sprint car racing in the Upper Midwest will join forces in 2005 in an all-out outlaw 410 sprint racing effort.

Joe Kouba has announced that he and Jerry Richert, Jr., have formed a partnership that will see Kouba's number 55 compete in over a dozen events in '05, focusing mainly on IRA-sanctioned events near their home area.

"I've had a lot of different drivers in my cars over the years, including 'Sonny' (Richert), and I've had a lot of 'em wreck my cars, but I've learned a lot by watching," stated a very upbeat and confident Kouba. "Over the years Jerry and I have also formed a very good friendship, and we've helped each other a lot over the past few years try to develop our own 410 programs. Jerry's had some success, and I feel we have had some hit-and-miss success as well, but for myself, it's not been where I wanted it to be."

"With George Sibert retiring this year, it left Jerry in kind of limbo with his 410 deal. We talked about it and, knowing that we both still want to run our 360s from time to time, we felt that it was time to pool our resources and do this right."

"I've had a very good career in the 360s, but these 410s are a lot harder on me than a lot may think. I still have a lot of fun driving them, and the challenge is certainly there, but teaming up with Jerry means we can do things more effectively and still have some fun together. He's still got a lot of winning laps left under his belt, and I'd like to think I still have a few myself."

The team has purchased a brand new chassis, and the combined resources mean that not only will the two share a combined level of expertise that has visit-



Joe Kouba and Jerry Richert, Jr., have formed a team in an effort to expand thier 410 sprint racing programs in 2005.
(Tom Kloskey photo)

ed victory lane more than a hundred times, but also that the team will pull together their respective sponsorships. "I am very happy to say that all of my sponsors are back on board for 2005," noted Kouba, "but now Jerry's long-standing (sponsor) relationship ... really makes this a whole deal. He also has a few other of his sponsors coming on board with the effort."

The team's 410 schedule kicks off on Memorial Day weekend, when the IRA visits Echo Valley Speedway in West Union, IA. From there the team will travel to Huset's Speedway in South Dakota, where Jerry won the track championship in 1987, then to compete at Cedar Lake Speedway as part of "The Masters."

weekend. Trips to Superior, WI, and Deer Creek Speedway will highlight Kouba's turn behind the wheel.

Richert will shoe the car when the team returns to Cedar Lake on July 4, and then again at Jackson and Princeton. Richert will return to Knoxville when the IRA competes there on July 22-23, and the team will run a stint at Wisconsin's Red Cedar Speedway and again at Superior before the stint culminates with the Jerry Richert, Sr., Memorial at Cedar Lake. "Being able to help (Richert) continue racing at his dad's race means so much," Kouba related. "We want to time it so that the engine is still pretty fresh and nothing is too tired on the car when we get there."

Meulemans Fools 'em All in 141 Enduro

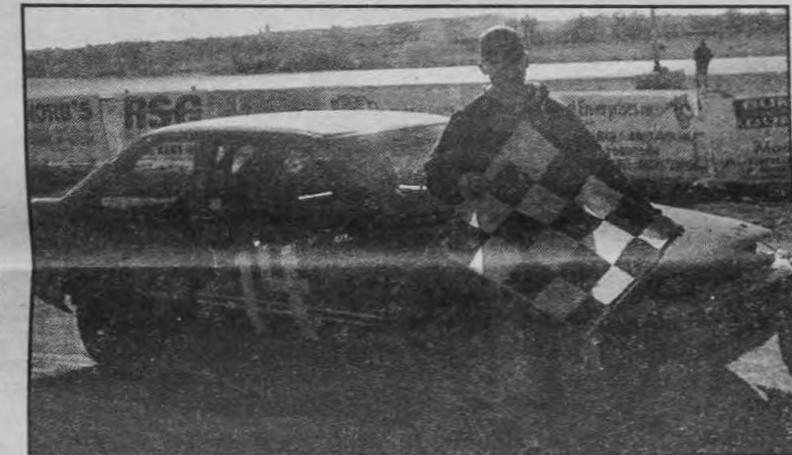
FRANCIS CREEK, WI, April 2 -- Jason Meulemans of Appleton survived the 300-lap compact car enduro race Saturday afternoon at 141 Speedway.

Meulemans started on the pole and spent the first 20 laps battling Todd Hebel and Jim Brooks for the lead. However, on lap 21 incidental contact with a lapped car sent Meulemans to fifth place and handed the lead to Brooks, who led until David Beyer came to the front on lap 39.

Beyer led through the first mandatory caution period, with Brooks and Todd Welsing right behind, until lap 121, when Brooks again grabbed the top spot. Beyer's luck worsened on lap 149 when he was caught up in three-car crash that spun him and dropped him to third.

On lap 171 leader Brooks suddenly lost power and rolled off to the pits, putting Welsing in the lead and moving Beyer back to second. By the time the second mandatory caution came at lap 200 Beyer had passed Welsing for the lead, but when the green flag dropped again Welsing retook the lead and started pulling away. Then, ten laps later, he suddenly suffered a mechanical failure and dropped back in the field, putting Beyer out front again.

Two laps later Meulemans powered to the front and began to run away from the field, leading by almost a full lap at times. Near the end of the contest Beyer made a charge and got to within six seconds of the leader but ran out of laps.



Jason Meulemans was the first of 76 cars to complete the 300-lap 141 Speedway compact car enduro race Saturday.
(submitted photo)

Frank Calabrese came on at the end to finish second and secure the series points lead. Mike Graziano came home fourth just ahead of Welsing, who managed to correct his mechanical difficulty.

Trophies, Awards Handed Out to Kopellah Stars

TURTLE LAKE, WI, March 12 -- Kopellah Speedway held its annual awards banquet on Saturday, March 12, in the Event Center at the St. Croix Casino in Turtle Lake. More than 200 people were in attendance to honor the track's top drivers of the 2004 race season.

After the social hour and buffet style dinner, Marguerite Lindblom emceed the event. First, all drivers in attendance but not finishing in the top five in 2004 points were called to the stage for recognition, and each received a plaque.

Next, the Speedway's 2004 rookies of the year were honored. They were Amanda Merrill (mini-stocks), Dustin Sheuer (pure stocks), John Remington (WISSOTA Midwest modifieds), Jeff Heintz (WISSOTA street stocks), Mike Loomis (WISSOTA super stocks) and Mitch Ford (WISSOTA modifieds).

By a vote from the track's drivers, the Hard Luck Award went to Rod Jacobson, and the Sportsman of the Year award went to Dustin Smith.

Following the first set of award presentations, Lindblom then called up the top five in final 2004 points in each division for recognition and trophy presentation.



The top five in WISSOTA super stock points at Kopellah Speedway in 2004 were (l-r) Greg Alling (co-champion), Tony Gates (third) Jeremy Gross (fourth) and John Remington (fifth). Mike Loomis, the other co-champion was not in attendance.
(submitted photo)

Dan Smith earned top honors in the mini-stock division followed by Joe Merrill, Harvey Fjorden, Dan Murray and Bob Brown.

The pure stock champion was Travis Norlund. Dave Saltau finished second ahead of David Merrill, while Glen Dennis and Nathan Fisk tied for fourth in the final standings.

WISSOTA's national street stock champion, Dan Gullikson, also claimed the point title at Kopellah in 2004. Brothers Roger and Doug Fisk finished second and third, respectively, while Chanda Fjorden-Nord and Heintz rounded out the top five.

Remington, the 2004 WISSOTA Mid-mod rookie of the year, also earned the track's points title. Tim Siercks, Jim Schweitzer, Jason Gross and Justin Schill filled out the other top-five slots.

Greg Alling and Loomis finished tied for the point championship at Kopellah and were honored as co-champions. Tony Gates was third followed by Jeremy Gross and Remington. Only 76 points

separated first through fifth in super stock points.

Jason Gross was the top gun in the modified division at the Speedway in 2004, followed by Jason Schill, Shawn Kreyer, Tim Siercks and Reid Taggart.

The next action for Kopellah's quarter-mile speedway will be its 2005 season opener on Friday, April 8, at 7 pm.

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Without Crew Chief, Harvick Rallies to Win at Bristol

from NASCAR.com

BRISTOL, TN, April 3 -- Kevin Harvick pulled his team out from an embarrassing cheating scandal by taking his Richard Childress Racing NASCAR Nextel Cup team back to Victory Lane. Harvick scored his first victory since 2003 on Sunday, winning the Food City 500 at Bristol Motor Speedway despite a stack of obstacles against him.

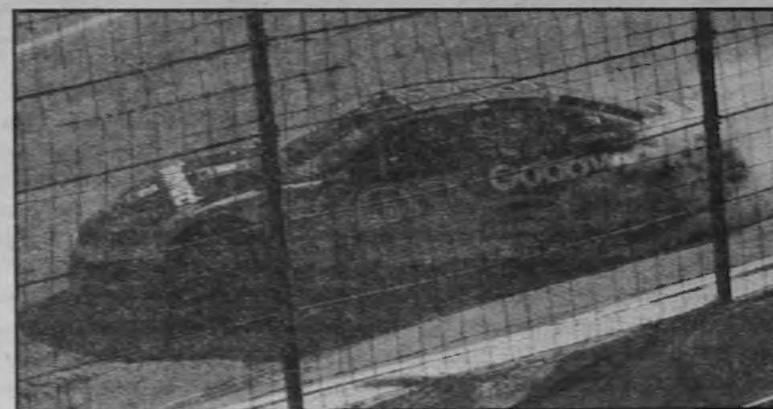
His crew chief, Todd Berrier, was stuck at home serving a four-race suspension for cheating last month in Las Vegas. His car owner, Childress, spent most of the weekend complaining about the penalties against his team and driver. And when the crew uncovered his race car hours before the race, they found a puddle of leaking power steering fluid. The team had to fix it, and the unapproved repairs forced them to start last in the 43-car field. But with Childress back on the pit box for the first time since 2001, filling in for Berrier and calmly coaching Harvick, the brash young driver stayed calm during a tense, wreck-filled race.

Harvick took the lead with 66 laps to go, pulled away from the pack and easily beat polesitter Elliott Sadler to the finish line. It was Harvick's first victory since he won at Indianapolis in August 2003, and it was RCR's first win at Bristol since the late Dale Earnhardt brashly bumped Terry Labonte out of the way here on the final lap in 1999.

The race was stopped for almost 14 minutes with 167 laps to go when Bobby Hamilton, Jr., slammed into



The "big one" at Bristol Sunday occurred on lap 332 and involved 11 cars, including Bobby Labonte (18), Rusty Wallace (2), Bobby Hamilton, Jr. (32), Ricky Rudd (21), Jamie McMurray (42), Sterling Marlin (40), Kasey Kahne (9) and Michael Waltrip (15).



Kevin Harvick smokes 'em for the turn 1 fans after his come-from-the-back victory in the Food City 500 at Bristol Motor Speedway Sunday. (Don Norman photos)

the back of Ken Schrader, starting a 14-car pile-up. The crash collected many of the favorites, including Kurt Busch, who was looking for his fourth straight victory here.

RESULTS

1-10: Kevin Harvick, Elliott Sadler, Tony Stewart, Dale Earnhardt, Jr., Dale Jarrett, Jimmie Johnson, Travis Kvapil, Kyle Petty, Greg Biffle, Scott Riggs.

11-20: Sterling Marlin, Brian Vickers, Rusty Wallace, Kasey

Kahne, Jeff Gordon, Matt Kenseth, Jeremy Mayfield, Terry Labonte, Michael Waltrip, Dave Blaney.

21-30: Jimmy Spencer, Bobby Labonte, Ken Schrader, Jamie McMurray, Ricky Rudd, Carl Edwards, Scott Wimmer, Kyle Busch, Jeff Green, Ryan Newman.

31-40: Mark Martin, Hermie Sadler, Joe Nemechek, Mike Wallace, Kurt Busch, Jeff Burton, Mike Bliss, Jason Leffler, Bobby Hamilton, Jr., Shane Hmiel.

41-43: Stanton Barrett, Carl Long, Casey Mears.

Harvick Edges Burton to Complete Bristol Sweep

from NASCAR.com

BRISTOL, TN, April 4 -- Kevin Harvick completed a Bristol Motor Speedway sweep on Monday by holding off teammate Jeff Burton in overtime to win the rescheduled NASCAR Busch Series race.

Harvick, who snapped a 55-race winless streak Sunday with a victory in the NASCAR Nextel Cup race, beat Burton by 0.159 seconds to win the Sharpie Professional 250. The race was rescheduled after rain washed it out on Saturday.

Harvick became the second driver this season to complete a weekend sweep. Carl Edwards did it at Atlanta two weeks ago, winning both the Busch and Nextel Cup events in back-to-back days.

Harvick came from the back of the field - just as he did Sunday - because qualifying was rained out and the field was set by car owner points. And this race also was wreck-filled, with a track-record 14 cautions for 102 of the 250 laps. There also were three race stoppages and a green-white-checkered two-lap overtime to decide the winner.

Neal Notches First Career Deery Victory

WEBSTER CITY, IA, April 2 -- Terry Neal notched the first IMCA Deery Brothers Summer Series victory of his career Saturday evening at Hamilton County Speedway.

Neal, from Ely, got the front spot back from defending champion Rob Toland early and led to the finish of the 40-lapper for late models.

Neal will take the early Series points lead to the April 9 show at 34 Raceway in West Burlington.

Toland started outside Neal on the front row and ran in

front of the 26-car field for a handful of laps before giving up the point. Toland ended up second ahead of Lonnie Bailey, Brenton Slocum and Jeremiah Hurst. Slocum dueled with Karhoff in the top five much of the way before Karhoff pulled off following a lap 32 caution.

Darin Duffy improved eight spots to finish eighth, while Series rookie Lorin Johnson moved up ten places to end the night in 13th. Forty-nine cars checked in, the most for any of the 23 Series events

held at Webster City dating back to 1987.

RESULTS

IMCA LATE MODELS

Feature: 1-10: Terry Neal, Ely; Rob Toland, Hillsdale, IL; Lonnie Bailey, Quincy, IL; Brenton Slocum, Burlington; Jeremiah Hurst, Dubuque; Jay Johnson, Burlington; Greg Kastli, Waterloo; Darin Duffy, Hazleton; Boone McLaughlin, Mediapolis; Darrel DeFrance, Marshalltown.

11-20: Kevin Blum, Colona, IL; Barry Sorensen, Avoca; Lorin Johnson, Miller, SD; Terry Schlipman, Mendon, IL; Mike Smith, Jewell; Todd Cooney, Des Moines; Tom Darbyshire, Morning Sun; Bob Moore, Sioux City; Johnny Johnson, West Burlington; Greg Elliott, Webster City.

21-30: Mike Karhoff, Quincy, IL; Ryan Griffith, Webster City; Darren Ackerman, Readlyn; Dean Wagner II, Waterloo; Jeff Alkey, Cedar Falls; Jon Merfeld, Peosta.

Heat 1: Moore; Bailey; DeFrance. Heat 2: Karhoff; Neal; Kastli.

Heat 3: Blum; Ackerman; Sorenson.

Heat 4: Toland; Slocum; Jay Johnson.

Heat 5: Hurst; McLaughlin; Wagner.

B-Main 1: Duffy; Elliott; Griffith. B-Main 2: Smith; Schlipman; Johnny Johnson.

National Speedway Directory

Completely updated for 2005. The most complete directory available with the listing of the 1086 oval tracks, 337 dragstrips and 91 road courses that operate in the United States and Canada. Data includes nights of operation, exact directions, phone numbers, addresses, the size and surface of each track, types of cars, sanctioning info, schedules, etc.



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Wheldon Leads AGR Sweep at St. Pete

Andretti claims first career win

ST. PETERSBURG, FL, April 3 -- Dan Wheldon capped a banner day for Andretti Green Racing as he won the Honda Grand Prix of St. Petersburg Sunday, the first nonoval event in IRL IndyCar Series history.

Wheldon took the lead on lap 91 after rookie Ryan Briscoe and Tony Kanaan made contact as they battled for the lead in turn 10 of the 1.8-mile temporary street course. The contact ended the day for Briscoe, who led a race-high 43 laps.

Wheldon then held off Kanaan for his fifth career Series victory and second of the season. Dario Franchitti and Bryan Herta finished third and fourth, respectively, to complete Andretti Green Racing's sweep of the top four positions.

Wheldon took over the Series points lead with the win and leads Kanaan by 24 heading into the Indy Japan 300 on April 30 at Twin Ring Motegi.

Also on Sunday, Marco Andretti captured his first career IRL Menards Infiniti Pro Series vic-

tory by winning in his first start, the Menards Infiniti Pro Series Grand Prix of St. Petersburg.

Andretti, the 18-year-old son of Andretti Green Racing co-owner Michael Andretti, took advantage of lapped traffic to slip past Wade Cunningham on lap 30 of 40-lap and become the youngest winner of an IRL event, at 18 years, 21 days.

The next Pro Series race is the Futaba Freedom 100 on May 27 at the Indianapolis Motor Speedway.

RESULTS

1-10: Dan Wheldon, Tony Kanaan, Dario Franchitti, Bryan Herta, Vitor Meira, Scott Dixon, Buddy Rice, Patrick Carpenter, Darren Manning, Alex Barron.

11-20: Roger Yasukawa, Danica Patrick, Kosuke Matsuura, Ryan Briscoe, Sam Hornish, Jr., Tomas Enge, Tomas Scheckter, Scott Sharp, Ed Carpenter, Helio Castroneves.

21: A.J. Foyt IV.

IRL MENARDS INFINITI PRO SERIES

1-10: Marco Andretti, Wade Cunningham, Nick Bussell, Al Unser, Arie Luyendyk, Jr., Travis Gregg, P.J. Chesson, Chris Festa, Marty Roth, Jay Drake.

11-13: Jon Herk, Jeff Simmons, Jaime Camara.

Alonso Invincible, Renault Goes Three-for-Three in Bahrain F1 Go

SAHKIR, Bahrain, April 3 --

A second consecutive victory, and title challengers Michael Schumacher and Giancarlo Fisichella failing to finish, made the Bahrain Grand Prix a perfect race for Fernando Alonso and Renault as they further extended their world championship leads Sunday.

From the start the Spaniard Alonso made no mistakes, although Schumacher remained close to him for the first 11 laps. But on lap 12 Schumacher plunged wide in turn 10 and then pulled into the pits, retiring with a hydraulic problem that affected his gearshifting. It was the champion's first mechanical retirement in the past 58 races, and it left Alonso unchallenged on his way to the third win of his career.

Jarno Trulli finished a strong second, 13.409 seconds back, third place fell to Kimi Raikkonen, who chal-

lenged all afternoon, and Ralf Schumacher completed an up-and-down race by taking fourth place.

The other star of the race, Pedro de la Rosa, stormed to fifth after the best drive of his Formula One career. Standing in for the injured Juan Pablo Montoya, the Spaniard charged after Jenson Button and Rubens Barrichello, who had sprinted up to midpack. Barrichello blocked de la Rosa for several laps until the substitute finally made a move stick in the final corner on lap 41. The Spaniard then closed on Mark Webber, and the two circled the course literally nose to rear wing. It was not until de la Rosa got a better exit from a corner and pulled alongside on lap 55 of 57 laps that he was able to make the pass for position.

Jacques Villeneuve was in contention for the final point but was pushed into a spin by

David Coulthard on lap 54, retiring to the pits with rear suspension damage.

The race was run in sweltering conditions, and the result extends Alonso's title lead over Trulli, 26-16. Fisichella is third. Michael Schumacher's title prospects took a huge hit, as the champion trails Alonso by 24 points. In the constructors' stakes, Renault leads Toyota, 36-25, with McLaren third. Ferrari is sixth with a mountain to climb.

RESULTS

1-10: Fernando Alonso, Jarno Trulli, Kimi Räikkönen, Ralf Schumacher, Pedro de la Rosa, Mark Webber, Felipe Massa, David Coulthard, Rubens Barrichello, Tiago Monteiro.

11-20: Jacques Villeneuve, Patrick Friesacher, Christijan Albers, Jenson Button, Takuma Sato, Nick Heidfeld, Michael Schumacher, Giancarlo Fisichella, Narain Karthikeyan, Christian Klien.

Blount Conquers Nashville Concrete

NASHVILLE, TN, March 26 -- Chad Blount held off a hard-charging Joey Miller Saturday afternoon at Nashville Superspeedway to win the PFG Lester 150.

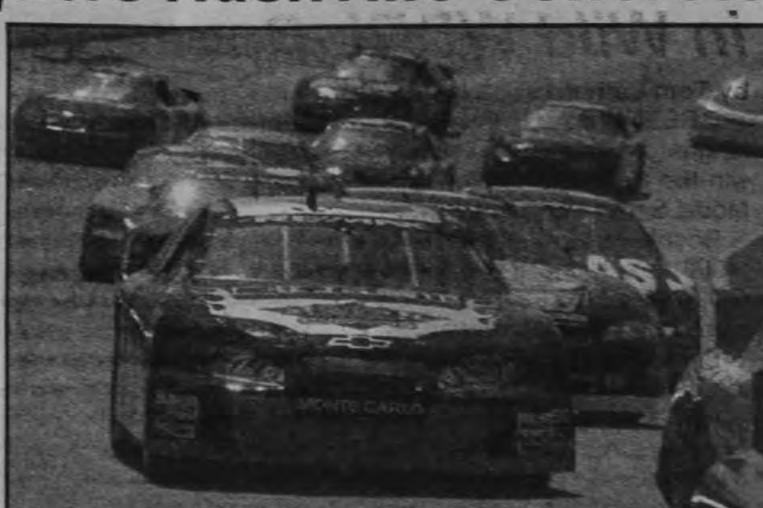
It was Blount's fifth career ARCA Re/Max Series victory in his 31st attempt.

Blount led the final 36 circuits and survived two late-race cautions, one of which extended the race six laps beyond the required amount.

With Mario Gosselin and Miller lined up directly behind Blount for the final restart with one lap remaining, Miller shot to the outside of Gosselin for second and caught Blount in turn 3. Miller, who battled back from a late-race penalty that sent him to the tail, got within inches of the eventual winner but could not find a way around before the checkered flag waved and settled for second, .183 seconds back, with Gosselin trailing in third.

Chevy White, in only his third Series start, finished a career-best fourth, and Brandon Knapp, whose respectable run included an engine swap that kept the team from practicing the day before, finished fifth.

Erin Crocker, in her career-first Series start, won the pole and led the first 28 laps before Frank Kimmel made a pass for the lead. However, Miller soon steered his machine around the six-time Series champion and led the next six laps before, under caution, most of the frontrunners made their way onto pit road for service. Tandy Marlin elected to forego the pit stop opportunity and led the next 34 laps before running out of gas and dropping from the lead lap.



Chad Blount threads his way thru traffic to win his first ARCA RE/MAX Series event of the 2005 season at Nashville.



Kyle Krisiloff collects a tire from Erin Crocker's pit stop. (John Tucker/HSP photos)

Then Ken Weaver and rookie Chad Martin took turns up front before Blount took control for good on lap 84 of the 119-lap race.

In all, there were seven cautions that slowed the 150-mile race for 41 laps. There were no injuries.

The Series stops next at Salem (IN) Speedway on Sunday afternoon, April 24.

RESULTS

1-10: Chad Blount, Joey Miller, Mario Gosselin, Chevy White, Brandon Knapp, Ken Weaver, Frank Kimmel, Zach Chappell, Jason

Jarrett, Don St. Denis.

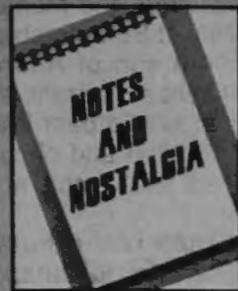
11-20: Josh Clemons, Erin Crocker, Kyle Krisiloff, Robert Richardson, Sam Hafertepe, Frank Kapphammer, Mark Gibson, Joe Cooke, Norm Benning, Howard Bixman.

21-30: Michael Simko, Chad McCumbee, Tandy Marlin, Darrell Basham, Todd Bowsher, Chase Miller, Terry Jones, Chad Martin, Johnny Leonard, Andy Belmont.

31-40: Dominic Vara, Marc Mitchell, Scott Stovall, Mike Harmon, G.R. Smith, Denny Hamlin, Christi Passmore, Bill Eversole, T.J. Bell, Walt Brannen.

41: Bobby Gerhart. Fast Qualifier: Crocker, 29.154 secs (164.602 mph).

Notes & Nostalgia



After several years of failing to persuade anyone to make a 30-minute detour off I-94 to collect free racing memorabilia, we decided (like almost everyone else in racing these days) to become a seller. We took a friend's advice and bought a seller's table at the recent Chicagoland Auto Racing Memorabilia and Collectibles Show.

Although we had been to many such shows, it was our first experience as a seller. It was enlightening. An upcoming household move forced us to vow not to buy anything because it would just add to the moving problem. That was a hard vow to keep, as there were plenty of desirable items on display. We thought of crazy-gluing our fingers together, but then we wouldn't have been able to make change for our selling activities. Sheer will-power and limiting our roams of the room enabled us to walk away without adding to our moving truck.

The enlightening part was seeing what race fans would and would not buy. A complete mint-condition set of the first 12 years of *Grand National Scene* magazine, which we thought was a sure seller (and would more than pay for the table fee), was the last item to go - at one-fifth our original asking price. Throughout the show, very few expressed even an interest in this collection. *Circle Track* magazine received only slightly more interest.

The pleasant surprise was in the old racing programs. We were going to throw them in the garbage; instead they would up our best and most profitable seller. Hats and t-shirts went very fast, but that was a no-brainer - we practically gave them away.

At the other tables, the dominating item of the show seemed to be the model cars. They were at almost every display, colorful and desirable. Only the thought of, "It'll break when you're moving," kept our hand away from our wallet. There was also plenty of photographs available, both recent and vintage.

Even if you bought nothing, the show was well worth the inexpensive admission price just for the celebrity gazing. Bay Darnell, Larry Middleton and Sal Tovella were just a few of the many walking around. We felt like talking to Tovella, but how can you approach a man that gave A.J. Foyt the finger?

Perhaps We Were Wrong, or, Eating Crow Department (part one): A pleasantly inebriated friend called recently to inquire about the side windows on NASCAR racers. Why the net? Why is the other side open or not open, etc.? After answering we asked: why the questions? It seems the friend and another tavern devotee had spent their Sunday afternoon at a Chicago-area South Side bar and had watched a NASCAR Cup race in its entirety. Both had enjoyed the race. No one had changed the channel. No one had cried out, "C'mon, get this garbage off the TV!" This is a marked change from what we've observed in the past.

Perhaps We Were Wrong, or, Eating Crow Department (part two): Earlier in the year we had been surprised when one of the major Chicago FM radio stations had decided to become the official radio outlet for NASCAR in the Chicago metropolitan area. Previously, only an AM station out of Joliet and its sister

station had carried NASCAR broadcasts in the area. We have never been able to pick up either station at home. The new station is Chicago's country music station; the *Sun-Times* columnist breaking this news claimed that a Venn diagram of country music fans and auto racing fans would have much overlapping. We "read up" about Venn diagrams and still don't know what they are, but we think we understand that the distinguished columnist found an intellectual way of saying that auto racing is a hillbilly sport.

The deal also includes a daily update on the NASCAR scene during the morning "Ramblin' Ray Stevens" show. We confess to never having listened to this show, mostly because in the last ten years we've gone from never having enough NASCAR news to mostly having more NASCAR news than we want.

In a reprise of what we hear a lot these days, the general manager of the station losing the NASCAR coverage, Dennis Mockler, lamented the jilting. It seems his station had committed to carrying all the NASCAR races six years ago when everyone else in town treated NASCAR like a contagious disease carrier. Apparently his station was offered the burgers and hot dogs of the Busch and Truck Series but denied the surf 'n' turf of the Cup races. He didn't buy it, but he was gracious and wise enough to say complimentary things about both the Motor Racing Network and Chicagoland Speedway.

Perhaps we've been wrong about NASCAR entering the mainstream and going to New York City. Or, do we really want NASCAR in the mainstream if the price, as suggested by sportwriter Elliott Harris of the Chicago *Sun-Times*, is that Ludacris is performing at the Daytona 500?

Nah, We Were Right, or, Crow Regurgitated Department: Keep in mind that those tremendous NASCAR ratings came on Sundays after the Super Bowl. Further, some of those ratings came at the expense of the Pro Bowl, a lackluster game that has never captured NFL fans' attention.

NASCAR's gloating loses more of its impact when you look at the ratings for the weekend of March 19-20. NASCAR did not beat the NCAA basketball tournament, contradicting NASCAR's boast that it lags behind only the NFL. *USA Today* excuses NASCAR's six-percent-lower overnight rating by saying that when small-town and rural ratings are added, NASCAR might draw even. Small-town? Rural? Somehow that does not equate with New York City.

Brushing away the fluff and excuses, the ratings plainly indicate that the mainstream will watch NASCAR racing on TV if - a very big if - if there is nothing better on at the time. And ordinary NFL games, NCAA basketball, the Masters, the World Series and some others are all better - despite the media delirium over The Chase for the Championship. NASCAR may be dear to us racing fans, but it's still second-fiddle to most people.

If NASCAR's TV ratings are second-fiddle, what of the IRL on ABC? By comparison, the Sunday NCAA stuff had a 7.1 rating and the NASCAR race had a 4.9. The IRL race had a 0.8. You don't have to be a mathematician or TV ratings expert to know that's bad. *USA Today's* terse comment was, "Ouch," and it noted the IRL's rating was below what the NHL had last year on ABC. Even worse, the on-track attendance was reported as only 15,000.

Jerry Dorich

IRL racing is more often than not better than NASCAR's. It's got a group of personality-plus drivers. It's got the professionalism of the old CART teams. It's got the big money of Toyota and Honda. It's got its own magazine. It's got a public relations department cranking out stuff. It's got the devotion of die-hards like ourselves. It's got a proud tradition.

Or does it? While cleaning house we came across a copy of *Racing Pictorial* that had gotten separated from the other racing stuff. This edition was entitled, "1960-61 Race Track Edition." It featured Championship cars, sprints, sports cars, stocks, midgets, dragsters, drag boats, Gold Cup boats, cycles and karts. It claimed to cover USAC, IMCA, MARC, NASCAR, SCCA, NHRA, APBA, AMA, USKA and FIA. All this for \$1.50, mind you. The first 27 pages - including the ads - were all related to the Indy 500 and Champ cars. There were a lot of pictures of 1960 winner Jim Rathmann, either solo or battling with runner-up Rodger Ward. At that time, *Racing Pictorial* was the only publication that featured color photos of the entire 33-car Indy field; *Road & Track* may have had a color photo or two, but not of the entire field. The Clymer yearbooks at the time may have covered the race comprehensively, but in black and white. This was the only publication that had the full field in color. We didn't offer it for sale.

Memory is probably only an approximation of the past. We have always known and maintained how beautiful those roadsters were. Sure, roadsters are around all the vintage car shows now, but they, too, are an approximation of any full field. Some of the best-looking cars have been destroyed and no one has made a copy. Some of the roadsters around today are mediocrities that never qualified for Indy. Some are superb copies of top-notch cars that we suspect the builders could not fault without a detailed look. Having only an approximation available, we had forgotten just how drop-dead beautiful was the entire Indy 500 field. How drop-dead beautiful? Almost obscene. Absolute lustful beautiful. To die for. And sadly, in those roadster days, many a hot shoe did die for the roadsters.

Even the also-rans that exist not at all in any modeler's collection, except perhaps in those of a very skilled genius modeler, like Wayne Weiler's Ansted Rotary Special, produce an aesthetic satisfaction that you don't get from today's IRL cars. What exactly does Buddy Rice's winning car of last year look like? We couldn't describe it or visualize it for a million dollars, yet Johnny Thomson's third-place roadster is vivid in our mind.

The photo of the start of the 1960 Indy 500 proves why a picture is indeed worth a thousand words. The front row of Eddie Sachs, Jim Rathmann and Rodger Ward are neatly abreast. So what, you say, lots of Indy car races today have that. It's after that front row that's so different. The last car in the 1960 field is probably closer to the front row than the second-row cars are of the last few starts. It's a start that physically assaults your senses. It's a start that's been missing from too many recent Indy 500s.

There's a lesson here that NASCAR, unconsciously or consciously, has known for many years: even the best and most expensive public relations campaign cannot make up for the absence of good-looking cars and a bunched-up field at the start.

Boen Holds Off Birkhofer in Wild WDRL Opener

by Tom Lathen

GREENWOOD, NE, April 2 -- Kelly Boen fought off the challenges of Brian Birkhofer at I-80 Speedway Saturday night to win the Spring Spectacular 40 World Dirt Racing League Late Model Series-sanctioned event.

Boen's win in the 2005 WDRL lid-lifter made his more than 1,000-mile round trip worthwhile, as it netted the Henderson, CO, driver a \$5,000 payday. Earlier in the evening, Boen had won both his qualifying race and the pole dash.

Boen's chances for victory were nearly derailed on the opening circuit when he momentarily got sideways, pinching Brian Harris and defending WDRL champion Brady Smith into the inside guardrail as they attempted desperately to stop. Boen righted his car, but the impact between Harris and Smith sent Smith to the infield for the night with front suspension damage.

When racing resumed Boen again darted to the advantage, with Denny Eckrich racing into second. On the following circuit Eckrich powered into the top spot, but two laps later Boen retook the advantage.

On lap 17 Birkhofer got underneath Sonny Findling to grab third, and a dozen circuits later he outran Eckrich to take second. Birkhofer then began to chip away at Boen's advantage, and the pair ran side by side with a pair of laps to go. Birkhofer nosed to the point as the white flag flew, but early in the final circuit Boen roared back into the lead and held on by less than a car-length at the line.

Denny Eckrich held off a fast-finishing John Anderson, who started 20th, for third, with Dave Eckrich rounding out the top five.

RESULTS

WDRL LATE MODELS
 Heat 1: Denny Eckrich, Tiffin, IA; Delbert Smith, Wichita, KS; Darren Miller, Chadwick, IL.
 Heat 2: Tommy Elston, Keokuk, IA; Craig Preble, Yutan; Keith Foss, Winona, MN.
 Heat 3: Brian Harris, Davenport, IA; Brad Seng, Grand Forks, ND; Gary Dechant, North Glenn, CO.
 Heat 4: Brady Smith, Solon Springs, WI; Dave Eckrich; Delbert Smith; Vandenberg; Joe Kosiski, Omaha; Kyle Berck, Marquette; Sonny Findling, Kirksville, MO.
 Heat 5: Kelly Boen, Henderson, IA.

'Downs Holds Line on Ticket Prices

CEDAR RAPIDS, IA, March 21 -- Hawkeye Downs Speedway general manager Jim Amstutz has announced there will be no increase in grandstand ticket prices for weekly racing at the paved Iowa track this year. Amstutz also announced that pit pass prices have been reduced for weekly events and specials, and no licenses are needed. Special event ticket prices also remain the same.

Weekly racing at Hawkeye Downs begins Friday, April 29.

Harris is Spectacular in Deery Win at NRP

GREENWOOD, NE, April 1 -- Brian Harris was nothing less than spectacular in winning the IMCA Deery Brothers Summer Series opener Friday night at I-80 Speedway at Nebraska Raceway Park.

The Davenport, IA, pilot started on the pole and led all 35 laps in scoring the victory, his career first on the late model tour, during the Spring Spectacular special at NRP. Terry Neal was a distant second, and Jay Johnson, Lonnie Bailey and Eddie Moore rounded out the top five.

Harris pulled away from the 26-car field after each of three restarts. He got back into lapped traffic with 15 circuits left and negotiated his way around the track to take the checkers well ahead of Neal.

Jeff Aikey moved up 14 spots from the initial green flag to finish sixth. Defending Series champion Rob Toland was ninth.

The Series race was also the first held in Nebraska and drew 53 competitors from five states.

RESULTS

IMCA LATE MODELS
 Feature: 1-10: Brian Harris, Davenport, IA; Terry Neal, Ely, IA; Jay Johnson, Burlington, IA; Lonnie Bailey, Quincy, IL; Eddie Moore, Milford; Jeff Aikey, Cedar Falls, IA; Barry Sorensen, Avoca, IA; Kevin Blum, Colona, IL; Rob Toland, Hillsdale, IL; Darin Duffy, Hazleton, IA.
 11-20: Jeremiah Hurst, Dubuque, IA; Lorin Johnson, Miller, SD; Mike Smith, Jewell, IA; Tom Darbyshire, Morning Sun, IA; Boone McLaughlin, Mediapolis, IA; Jon Merfeld, Peosta, IA; Gary Russell, Biggsville, IL; Darrel DeFrance, Marshalltown, IA; Brenton Slocum, Burlington, IA; Rich Lewerke, Garner, IA.
 21-26: Johnny Johnson, West Burlington, IA; Jeremy Grady, Story City, IA; Justin Reed, Quincy, IL; Terry Schlipman, Mendon, IL; Greg Kastli, Waterloo, IA; Todd Cooney, Des Moines, IA.
 Heat 1: Duffy; Bailey; McLaughlin.
 Heat 2: Jay Johnson; Toland; Smith.
 Heat 3: Harris; Reed; Cooney.
 Heat 4: Sorensen; Schlipman; Lewerke.
 Heat 5: Moore; Neal; Darbyshire.
 B Feature 1: Russell; Hurst; Aikey.
 B Feature 2: Blum; Merfeld; Kastli.

Rose Picks Up Two Opening Night Wins at Anderson

by Tom Hammond

ANDERSON, IN, April 2 -- Anderson's Ronnie Rose got the Anderson Speedway's Saturday night season off to a great start by picking up feature wins in the super truck and figure-8 divisions, as fans braved chilly temperatures and blustery winds to get their first taste of racing in the 2005 season.

Rose started his big night by taking the checkered flag in the 40-lap super truck main event. Rose took the lead on lap 3 and built sizeable leads on two occasions, only to see the field bunch back up twice by caution periods. Tom Miller held off Tony Broyles for second, fol-

lowed by Robert Lemen and Derek Price. Broyles paced qualifying, 2004 points champion Josh Burton took the first heat, and Jeff Ellis captured the second heat.

Rose then led from the get-go in the figure-8 feature, was challenged by Rod Phipps the entire way, and held on for the three-car length victory. Jeff Swinford, Herb Rose and John Goforth rounded out the top five. Rose had the fast lap of the night, and Swinford and Jason Pitts won the heats.

Defending points champion Rich Boyer picked up where he left off last fall as he scored his first street stock feature win of the year. As Boyer, of Anderson, rounded

the fourth turn on the final lap he lost control and skidded sideways across the finish line, just ahead of Rod Phipps. Curtis Chapman, Danny Acrey II and Bruce McFall completed the top five. Boyer also had the quick lap in qualifying, while heat victories went to veteran Darwin Blankenship and Jason Puckett.

Alexandria's Alice Riall was the beneficiary of some tough luck for Billy Riddle in the Thunder Car oval feature. Riddle built a quarter-lap lead by lap 19, but mechanical failure sent him to the infield, and Riall took advantage for her first feature win of the season.

North Tundra Racing Beat



As we get closer to the opening of racing season here on the tundra much is happening - most of it good, but some slightly askew, in my estimation.

We all found out about a week or so ago that Cedar Lake Speedway officials invited area late model drivers to a meeting. Few, if any, knew that the purpose of the meeting was to vote on dropping the WISSOTA sanction for the division and allow the cars to run Goodyear tires with a one-compound rule. Of the 19 drivers that showed, 17 voted in favor of the move, so it looks as though CLS will start its season after its two-day opener with their late models on Goodyears.

It remains to be seen how many drivers who are not regulars will run at CLS due to this, as they will have to buy at least six tires (you need a couple of spares) to run at just this one track; I doubt other tracks will follow CLS's lead. Seems to me the idea of the one-brand rule was so that racers could race at multiple tracks without having to buy a half-dozen brands of tires. Same with the car rules. It has worked well for 20 years, and I see no reason to change it. We will have to wait and see what happens.

A popular area Internet site posted a poll on this tire matter. The results were thus: late model drivers that approved the move accounted for 46 votes, or seven percent; late model drivers who disapproved totaled 111, or 20 percent; non-late models were split equally on the topic, 165 votes apiece, or 29 percent; and finally 80 drivers weren't sure if it was a good idea or not, for 14 percent. Though this is a rather unscientific poll, and there is some discussion as to whether 157 late model drivers actually voted (there were 320 licensed LM drivers in WISSOTA last year), the non-LM drivers (including fans, presumably) are split 50/50. In total, the "I think it's bad" voters outweighed the "I think it's good" crowd by about three-to-one.

As I say, we will have to wait for a few weeks and see how many drivers are willing to buy Goodyears and race at CLS regularly, and how many of their semi-regulars will opt for Hibbing, Rice Lake or Deer Creek on Saturday nights.

On April 1 the Superior Speedway Board of Directors and its new race manager, Chris Stepan, held an employee meeting. I am thrilled to report that it was a very positive and upbeat meeting. Everyone is looking forward to the upcoming season and, I believe, everyone is through lamenting what we had before with the Ericksons and is now looking forward - becoming "pro-Speedway," if you will. With the exception of on-track pit steward Jeff Christman, the on-track race-night crew remains pretty much intact. Christman will be replaced by Jeff Birdseye, who I'm sure will do a fine job.

As many readers already know, Superior will add both Midwest modifieds and pure stocks to its program, with the two classes alternating Friday nights. Mid-mods will take the stage first, on opening night, May 13. To accommodate the five-class program, the show's start time has been moved up to 7 pm, with the draw cutoff at 6:15. Hot laps will be at 6:30 pm. The program is expected to be moved briskly along in an effort to get finished well before the 11:30 pm curfew.

As to the concerns some nay-sayers have voiced about the track preparation, Don Eckstrom has agreed to return as equipment operator, and I'm sure Rich Liable will also be there, as he was in attendance at the Friday meeting. These are two of the folks that have been responsible for the improved shape that the Speedway has been in during the past couple of sea-

sons. The weather has been warm enough that 99 percent of the snow is gone, and we were told that the track is dry enough to walk on without getting muddy shoes.

The Speedway's schedule for 2005 includes two WDRL events, two IRA sprint series shows, two AmsOil Series events and two WISSOTA Challenge Series events, as well as a number of other specials. Stepan has done an excellent job of securing sponsorship, with all but two regular-season nights sponsored as of this time. I'm told that a deal has been made for a local contractor to furnish the Speedway with one of their construction trailers as an office.

Also announced last week were a local private donation to the late model winner's share and a "rotating bonus" plan for the other four divisional winners.

Our plans for this early racing season include heading down to Cedar Lake for their opening show on April 7-8. Since the farm is still closed up for the winter we booked a motel room for Saturday night, but that's as far as our early plans have progressed.

In other news, Joel Cryderman, who has driven for Steve Eggersdorf for the past three seasons, has reformed his own team and is back on his own for his 26th season, and he seems to be happy about it. The car is black and yellow this season and looks somewhat like Jeff Provinzino's car. The rumor that Joel is driving for Provinzino probably stems from the fact that he is purchasing his new chassis from Jeff, who is a chassis dealer.

It appears that Brady Smith has "turned pro." I was told that he has left his full-time employer and will race professionally this season. He will not return to defend his WDRL title, but rather he will pick and choose the races he will run in several different sanctions. On his schedule is a run at the UMP Sumernationals tour, which is a grueling midsummer grind.

Brady's first foray was a WDRL event on April 2 in Nebraska. At the start of the feature Kelly Boen got sideways and Brady got caught up in the mess, sustaining enough damage to sideline him and relegate him to a 25th-place finish.

I also noticed that Jimmy Mars will also forego chasing points in any one series but will also hit all the bigger events.

Saturday, April 2, was the 17th annual racing party, fish fry and car show in south Superior. There were 11 cars there including Al Uotinen's modified, which has reverted back to its more normal blue paint job after the 25th-season anniversary orange-and-black car. This edition has a black roof, sail panel and deck, which is something different than any other car he has had.

Also on hand was Scott Lawrence's super stock, which is blue with some yellow graphics. I like this look better than the half-blue-half-yellow look of last season. Also on display was Mike Bellefeuille's super stock, his brother Jody's modified, Adam Long's super, and Rick Milinkovich's super that Uotinen also drives. Street stocks of Randy Vezina and Brian Fulda were displayed, as were the mod of Dennis Checkalski, Darrell Nelson's late model and the Mid-mod of Nick Lavato. Of course, everything was pristine and looking great.

Saturday evening the festivities moved indoors. There was a good turnout of fans and racers alike. We had a chat with veteran late model driver Tim McMann and wondered where his car was, as he usually has it present for the car show. It seems that Tim was shoveling off the roof of the pole building that houses the number 11 team (officially, Duluth had 90.9 inches of snow this winter) and had finished and was heading for the ladder when he slipped on some ice, caught his right foot on one of the fasteners holding the roofing on, twisted his knee

Jerry O'Brien

and took a header off the building. Of course, there was a lot of snow that had been piled up, so neither the fall nor the sudden stop hurt him. However (there is always a however), the knee twist needed orthoscopic surgery, so ... the long way takes us to the fact that two weeks of recovery put the race car on hold. He told me that the graphics were applied just that day.

We had a chat with Nelson, who mentioned that they have three cars for the 2005 season and will make a run at defending his AmsOil Series title. He says that brother Nick will run the third car again. It seems to me that since his dad, Billy Nelson, Sr., has fielded the late model team, Darrell - already an accomplished racer - has really stepped up his program. In the past two seasons he has won a bunch of features and, I believe, six track championships in the late model that Billy owns and the modified operation that he fields himself.

Those of you who follow WSA snowcross racing may have heard or even seen the terrible crash that Bobby LePage was involved in that put him in the hospital with serious injuries. In fact, he was lucky to survive the crash. Bobby, who is Darrell Nelson's nephew, was on hand Saturday night and says he is going back to racing next season. He does not remember anything of the accident until he began rehabilitation. He's a tough kid - about 18 years old - and the only obvious problems from the incident are problems with his speech and a livid scar about eight inches long on the back of his neck. He was on his way to a pro career in snowcross, and it appears at this juncture that this is just a detour.

On Sunday we attended "Speed Sunday" at the Central Assembly of God Church in Superior. This was their third such service but our first. Those who attended were treated as honored guests. "Speed Sunday" is put on with the Northland Racing Outreach, and one of the chaplains is John Kolstad, who is also the webmaster for both the Superior and Proctor tracks, and he acted as emcee for a bit and introduced all the drivers as well as myself and Joanne, and Superior Speedway board member Joyce Klick and her husband Charlie.

There was also a car show, featuring the street stocks of Randy Vezina and Mike Kalkbrenner as well as the super stock of Scott Lawrence and the late model (sans graphics and numbers) of John Hunker. There was also a racing go-kart and someone's beautiful 1967 Pontiac Firebird street rod.

We were treated to a great lunch by the church folks and got a chance to see some other racers, including our friend Tom O'Brien and his wife Becky, who drove the 60 miles from Webster to attend. Also in attendance was street stock driver Tom Johnson and Mid-mod driver Ken Thompson. We had our lunch with Superior Speedway point director and computer guy John Kimmes and his daughter, as well as Jim Lemeux and his wife Judy. Jim has been a corner worker and flagger for a whopping 29 seasons - I believe that is the longest-tenured track worker that we have. (This will be my 16th season as track publicist.)

I was just thinking ... 16 years as publicist for the Superior Speedway, I've been appearing in these pages for more than 20 years, and I have been contributing to *Dirt Late Model Magazine* since issue number one ten years ago! Man! Where has the time gone?

It seems I'm ending more and more columns with sad news, and this time is no different. Last week former Proctor street stock racer Brent Hackensmith passed away as the result of a heart attack. The really terrible part is that Brent was only 41 years old. Our condolences to his friends and family.

With that we will close with our usual, "That's all from here on the tundra for this time."

Edwards Edges Johnson to Win in Atlanta

from NASCAR.com

HAMPTON, GA, March 20 -- Carl Edwards pulled off a daring move on Jimmie Johnson coming off the final turn, narrowly won a side-by-side sprint to the finish line Sunday, then celebrated his first NASCAR Nextel Cup victory with a backflip in front of the main grandstand at Atlanta Motor Speedway.

Johnson grabbed the lead from Edwards with 25 laps to go in the Golden Corral 500. But on the final lap Edwards got a great run coming out of turn 2 and pulled up to Johnson's back bumper. Johnson went high through turns 3 and 4 to block his challenger, but Edwards went even higher, hugging the wall and actually tapping Johnson's car as they roared through the tri-oval. Johnson's car bobbed slightly just a few feet from the finish, and Edwards slipped by on the outside to win by a minuscule 0.028 seconds - about half a car-length.

RESULTS

1-10: Carl Edwards, Jimmie Johnson, Greg Biffle, Mark Martin, Kasey Kahne, Brian Vickers, Michael Waltrip, Dave Blaney, Scott Riggs, Elliott Sadler.

11-20: Jamie McMurray, Kyle Busch, Jeremy Mayfield, Ryan Newman, Jeff Burton, Sterling Marlin, Tony Stewart, Mike Bliss, Casey Mears, Scott Wimmer.

21-30: Kevin Harvick, Bill Elliott, Dale Jarrett, Dale Earnhardt, Jr., Jason Leffler, Ken Schrader, Rusty Wallace, Jeff Green, Jimmy Spencer, Kevin Lepage.

31-40: Matt Kenseth, Kurt Busch, Ricky Rudd, Robby Gordon, Joe Nemecek, Kyle Petty, Bobby Labonte, Bobby Hamilton, Jr., Jeff Gordon, Mike Wallace.

41-43: Mike Garvey, Travis Kvapil, Shane Hmiel.

Edwards Gets First Busch Series Victory at Atlanta

from NASCAR.com

HAMPTON, GA, March 19 -- Carl Edwards raced to his first NASCAR Busch Series victory Saturday, holding off several Nextel Cup stars in the Aaron's 312 at Atlanta Motor Speedway.

Afterward, he stopped in front of the main grandstand, climbed out of his car and did one of his trademark backflips onto the asphalt, delighting the crowd.

Edwards surged to the lead with a bold move 12 laps from the finish after taking new tires on his last pit stop. Stewart was closing the gap but fell back to finish 1.192 seconds behind.

The race was marred by eight yellow flags, including on the very first lap when Ron Hornaday, Jr., got tangled up with Justin Labonte.

RESULTS

1-10: Carl Edwards, Tony Stewart, Jimmie Johnson, Matt Kenseth, Kasey Kahne, Greg Biffle, Michael Waltrip, Elliott Sadler, Jamie McMurray, Michel Jourdain, Jr.

11-20: Martin Truex, Jr., Kenny Wallace, David Stremme, Ashton Lewis, Randy LaJoie, Denny Hamlin, Jason Keller, Bobby Hamilton, Jr., Reed Sorenson, Johnny Sauter.

21-30: Clint Bowyer, Jeremy Mayfield, Blake Feese, Paul Menard, Jon Wood, Stanton Barrett, Jimmy Spencer, Kertus Davis, Derrick Cope, Ryan Hemphill.

31-40: Brent Sherman, Brandon Miller, David Green, J.J. Yeley, Kim Crosby, Shawna Robinson, Geoffrey Bodine, Tim Fedewa, Shane Hmiel, Steve Grissom.

41-43: Stacy Compton, Justin Labonte, Ron Hornaday.

Kinser Sweeps Woo Weekend with I-55 Victory

PEVELY, MO, April 2 -- Kraig Kinser surged to the front in only six laps Saturday night at I-55 Raceway and held off a charging Craig Dollansky to win a World of Outlaws Sprint Series feature for the second consecutive night.

Kinser started seventh, but by lap 5 Kinser and Tim Kaeding were swapping second place. One lap later Kinser slid around Kaeding and then grabbed the lead from polesitter Jason Meyers. Dollansky moved into second before the caution flew on lap 31, but on the restart Kinser shot away once again. Dollansky worked through traffic but ran out of time to catch Kinser, who won by about a half-straightaway.

This weekend, April 8-9, the World of Outlaws Sprint Series rolls into historic Eldora Speedway in Rossburg, OH.

RESULTS

WORLD OF OUTLAWS SPRINTS

Qualifying: Steve Kinser, 10.211 secs.

D-Main: Jason Keith, Adam Jones, Chris Sloan.

Heat 1: Tim Shaffer, Tom Busch, Jason Meyers.

Heat 2: Danny Lasoski, Terry McCarl, Paul McMahan.

Heat 3: Kelly Kinser, Craig Dollansky, Jason Solwold.

Heat 4: Chad Kemenah, Billy Alley, Kraig Kinser.

C-Main: Jerrod Hull, Keith, A.J. Bruns.

Dash 1: Meyers, Kemenah, Tim Kaeding.

Dash 2: McCarl, Daryn Pittman, Dollansky.

B-Main: Joey Salданa, Shane Stewart, Ricky Stenhouse, Jr.

A-Main: Kraig Kinser, Dollansky, Kaeding, S. Kinser, Donny Schatz, Pittman, McCarl, Lasoski, Meyers, McMahan.

Younger Kinser Dominates in Woo Return to Batesville

LOCUST GROVE, AR, April 1 -- On a night that saw 24 drivers shatter the Batesville Speedway track record, Kraig Kinser busted the qualifying mark for the quickest lap by more than a second, easily won his dash and rolled through the feature for his second career World of Outlaws Sprint Series main event victory and first this season.

Finishing behind Kinser was Daryn Pittman, who closed the gap to Kinser as the laps wound down, but Kinser worked his way through traffic to maintain his advantage.

RESULTS

WORLD OF OUTLAWS SPRINTS

Qualifying: Kraig Kinser, 10.746 secs (NTR).

Heat 1: Brian Paulus, Jason Solwold, Chad Kemenah.

Heat 2: Danny Lasoski, Steve Kinser, Tim Shaffer.

Heat 3: Shane Stewart, Brandon Wimmer, Terry McCarl.

Dash 1: K. Kinser, Brooke Tatnell, Kemenah.

Dash 2: Daryn Pittman, S. Kinser, Craig Dollansky.

A-Main: K. Kinser, Pittman, S. Kinser, Dollansky, Tatnell, Kemenah, Paul McMahan, Jason Meyers, Shaffer, Lasoski.

Hornaday Edges Labonte to Win Atlanta Truck Race

from NASCAR.com

HAMPTON, GA, March 18 -- Ron Hornaday, Jr., won the 27th NASCAR Craftsman Truck Series race of his career with the third-closest finish in Series history, edging Bobby Labonte by about a foot at Atlanta Motor Speedway.

In a two-lap sprint to the finish, Labonte got a good jump and briefly led, but Hornaday charged back and they made slight contact as they approached the checkered flag. Hornaday slid sideways but held on and edged Labonte by eight-thousandths of a second.



Ted Musgrave (1) works past Todd Bodine during the NASCAR truck race in Atlanta March 18.

RESULTS

1-10: Ron Hornaday, Bobby Labonte, Bobby Hamilton, Dennis Setzer, David Starr, Ted Musgrave, Chad Chaffin, Jack Sprague, Terry Cook, Robert Huffman.

11-20: Johnny Benson, Todd Bodine, Sean Murphy, Matt Crafton, Brandon Whitt, Tracy Hines, Jimmy Spencer, Ricky Craven, Jimmy Kite,

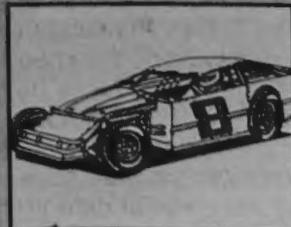
RESULTS

Robert Pressley.

21-30: Bill Lester, Casey Atwood, Brad Keselowski, David Reutimann, Deborah Renshaw, Chase' Montgomery, Shigeaki Hattori, Ken Weaver, Rick Crawford, Mike Harmon.

31-36: Kelly Sutton, Shane Hmiel, Wayne Edwards, Mike Skinner, Steve Park, Todd Kluever.

Reichert's Ramblings



A recent chat with Steve Sinclair, head of the IRA sprint organization, helped clear up their schedule with regard to some area appearances. Neither the Rice Lake Speedway nor Eagle Valley Speedway could find dates that would work for both the tracks and the IRA, but neither were refused dates, and Sinclair is hopeful that somewhere in the future they can join the schedule, which this year is bigger than ever. Sinclair is still celebrating the fact that he was able to land dates at Cedar Lake Speedway during its Masters weekend of late model racing; the IRA will run a doubleheader along with the WDRL and NARA late models. Also, the Red Cedar Speedway will retain its IRA date in late August.

On March 17 I attended the first night of the sixth annual Justin Stanfill Memorial modified special at the West Plains Motor Speedway in southern Missouri. This is one of the biggest mod specials of the spring season.

Despite a large number of mod events going on this weekend, a stout field of nearly 120 cars from 12 states were on hand, up from last year. A number of top-notch late model drivers joined the field for the weekend.

This race has always attracted a large entry list from the Badger State, and 11 Wisconsin drivers were among this year's field, including Mike Klenz, Brian Mullen, Mike Mashl, Todd Dart, Jared Siefert, Sean Jerovetz, Benji LaCrosse, Lance Arneson, Shannon Volkman, Travis Spaulding and Beetle Bailey, plus Minnesota driver Jeff Coon.

With drivers drawing for their starting spots each night, the heats lined up straight-up off the draw, and the top two finishers in each heat moving to the feature, drivers had only one chance to make the main. This procedure would be repeated Friday and Saturday, with the top eight feature finishers qualifying for the 24-car feature, paying \$8,000 to win. Thursday's show was completed in two-and-a-half hours - good on a cool night.

But the format put tremendous weight on the draw, and a poor draw spelled virtually no chance of making the feature. Also, passing was at a minimum. Personally, I would like to see passing points used and drivers given two chances each night to make the qualifying features, but each year this event draws a gigantic field, so obviously plenty of drivers are satisfied with the formula used.

None of the Badger runners nor the lone Gopher made Thursday's qualifier; the qualifiers were dominated by drivers from the area, reaffirming the strength of the regional competition. The qualifying feature saw Jack Sullivan lead the majority of the event until he was overtaken by Terry Phillips, the late model standout who got under Sullivan for the lead. When Sullivan went for broke on the last corner he spun and dropped back to sixth at the finish.

The weekend was wrapped up with a visit to the Beatrice Speedway on Sunday for the feature of the 12th annual Springnationals for the IMCA modifieds. I can remember when this event first started, and back then it was unheard of to be racing on the northern plains this early in the year; now there are a number of races as early or even earlier in the year.

After two nights of qualifying, the program consisted of last chance races and the feature, paying \$5,000 to win. Around 80 mods turned out for the event, with 75 of them still around to either take one last shot at making the main or running the big finale. Drivers representing our area on hand included Wisconsin drivers Paul Thorpe, Jeremy Hedrick and Dan Ratajczak; Minnesota drivers Ted Anderson and Chet Ragan; North Dakota IMCA drivers Joren Boyce, Steve Pfeifer and Richie Hellebust; and Canadians Ed and Aaron Turnbull. Hedrick, Boyce and the Turnbulls all made the main event field, which was dominated by Nebraska and Iowa drivers.

The first race started right at the advertised time of 1 pm, no hot laps were held, and the one-spin rule was utilized, having a profound effect at keeping the action moving. With more tracks adding additional classes in our local area, plans like this certainly need to be considered, or we'll be spending a lot of long nights at the track this summer - either that or there will be a lot of shortened races, which is even more distasteful.

There were only six yellow flags in 15 preliminary races before the feature - remarkable considering that the track had long since turned dry and slick on a sunny, windy day. The one-spin rule was waved for the 28-car feature, and slow downs were not excessive. The battle up front saw Brian Foote make an outside pass for the lead and then fight off Dave Trauernicht for the win. The final checkered flag waved at 3:30 pm - by far the earliest this Sunday afternoon finale has ever been completed - and it gave travelers like us a head start on our trip home.

There was much scrambling around on the Easter weekend,

with lots of bad weather through the Ohio Valley and into the southeast. After checking the weather maps and making some calls, I ended up on Saturday, March 26, at Kentucky Lake Motor Speedway for their regular season opener.

Despite the holiday weekend and the somewhat threatening weather, a good field of cars and a nice crowd was on hand for the first regular program of the year which included, actually, six classes of cars. There were only supposed to be five classes, but some cars from other tracks showed up that didn't meet KLMS rules, so they threw them together into another class they called the "Camaro" class.

Tonight marked the debut of the four-cylinder class at KLMS, and while there were only three cars for the opener, my guess is that it won't be long at all before that number increases greatly. This area is badly in need of a beginner's class, and I'm guessing that the number of new drivers will greatly expand, such as it did at a number of Illinois tracks, where this class has become wildly successful.

The steel-block late models are really picking up in numbers also. With the current economics pricing a lot of people out of late model racing but the desire to race a late model-type of car increasing, they have turned to the steel-block cars, which are becoming featured at more and more tracks in this area. There were 23 of them on hand tonight - not that many fewer than the open-motored UMP cars.

There were some dramatic turns of events in feature action. Steve Cole was extremely fast in the modifieds and looked to have the feature in the bag until something broke and he pounded the wall hard. Ricky Waggoner inherited the lead, but St. Louis area driver Ray Walsh - here because I-55 had cancelled - made a great pass to get the win. It was significant in that it was Walsh's 100th feature win of his career.

Jeff Defew led the majority of the steel-block feature until he suddenly blew up, giving the lead and the win to Terry Johnson. However, Johnson had technical issues after the event and the winner turned out to be Ricky Gilbert, a fact that wasn't announced at the track and I didn't discover until later.

Former UMP national champion Rodney Melvin won the late model feature but received heavy pressure from Terry English and Dennis Erb. In fact, if Erb could have disposed of English a little quicker, he very well might have had the win; he caught Melvin in the late laps but didn't have enough time to pull off a pass.

I had the pleasure of chatting briefly with veteran announcer Jim Childers, the voice of KLMS and announcer of many big races in the heartland. He said he's starting his 26th year behind the mic and was relaying to me the vast number of different sanctioning bodies that he's worked for over the years and the great opportunities he's had to meet many of the biggest names in the sport. His latest gig will be with the midgets, as he's signed a 15-race deal to cover the new Gateway midget group out of St. Louis. With KLMS running an every-other-week schedule, he will have the opportunity to branch out and get to more different tracks.

It appears that KLMS is on the way to better times under the management of the Heckendest family. Their reputation in the sport insures solid fields of race cars, and they continue to make improvements and inject new ideas into the track's promotion. They have a new scoreboard ready for installation, and they have committed to working with Paducah International Raceway, located just down the freeway, in a move that will certainly benefit both tracks as well as race fans and competitors from the area. This kind of cooperation is badly needed in our sport, and it's a refreshing change from many of the cut-throat moves currently plaguing the sport as a whole.

On Friday and Saturday, April 1-2, I made the trek out to the I-80 Speedway near Superior, NE. This was my first visit to I-80 in many years and the first since the facility was purchased by the Kosiski brothers, Jon Schwartz and Mike Merrill.

The first thing I noticed was that the pits had been moved to the middle of the track, except for the overfill pits, which were behind the back straightaway. When I was last at I-80, everyone pitted off the 1-2 corner; how long ago this was changed I do not know, but I can't imagine why a facility with enough room to establish pits outside the track would choose to pit in the middle. Pitting in the middle is so much more labor-intensive, as it requires several people parking the rigs to get the maximum number in the middle, along with a couple of extra people to check armbands, guard the track entrance, run line-ups to the overfill pits, etc. - not to mention the safety issue involving rigs and people crossing the track during track-packing, etc. A beautiful set of bleachers sat empty outside turn 2 - a throwback to the old days of outside-pitting. Meanwhile, the viewing from the infield is nonexistent because of the big rigs.

That being said, everything else about I-80 Speedway is first-class all the way, and the high-rise grandstands make even the lower seats good ones, as the pits are sunken so there are no blind spots for the fans.

Ed Reichert

Track crews were very well organized, and they did a wonderful job of moving along the program both nights, especially when realigning the cars on yellow flags. The staff at I-80 were all very friendly, and both Steve and Joe Kosiski went out of their way to say hello even though they were extremely busy.

Friday night's program consisted of qualifying events for three local divisions of cars plus a full program of IMCA Deery Brothers series late models and a full program for the Western Dirt Racing Association late models. The Deery series turned out an impressive field of over 50 cars for their first-ever appearance at I-80, while the WDRA was a mixture of Colorado regulars to the series, local drivers and a few travelers on hand early to tune up for the World Dirt Racing League on Saturday.

Many of the preliminary events featured some very good racing, but as sometimes happens, despite a very racy track, both features turned out to be runaways. Brian Harris dominated the Deery Brothers feature and John Anderson had a strong run to win the WDRA event in front of the hometown crowd. Kelly Boen charged from 11th to finish second; this was just a preliminary to the show he would provide on Saturday.

South Dakota's Lorin Johnson ran with the Deery Brothers crew and finished just out of the top ten in their feature, while Keith Foss and Pat Doar attempted to run with the WDRA. Foss took a provisional to make the main but failed to finish, while Doar didn't make the finale.

On Saturday the WDRA moved in to run its program along with the finales in the other divisions. The WDRA brought in a strong field of nearly 50 late models. Joining Doar and Foss were area drivers Justin Fegers, Brad Seng, Jon Henkemeyer, Caley Emerson, Brady Smith and Eric Pember. It was a mixed bag of results for the area drivers, as quite a few qualified for the main event but all finished well back in the pack. Fegers, Seng, Henkemeyer, Smith, Pember and Foss all made the main, but the best finish was by Seng, who finished 18th after qualifying through the dash. The worst luck was encountered by Smith, who started on the outside pole, but after Boen crossed up in front of him, Smith and Brian Harris came together before a lap was completed and Smith was eliminated from the contest.

Fegers had a good run going in his heat until he broke a fan belt, but he thrilled the crowd by coming from 11th to win a B-feature. He spent time in the pits during the feature, however, and finished a couple of laps behind.

Seng also looked good early until he lost the handle on the slippery track and faded in the feature. Brad told me his WISSOTA car is just a bare frame right now, so they'll have to hustle to make the Grand Forks opener in two weeks. Worse yet, he hasn't received his candy order yet from his sponsor, so there were no treats in the Seng pits.

The track was in even better condition on Saturday - slick from top to bottom - but the drivers were all over the track, including during a memorable moment when they came out of turn 2 four wide in the late model dash. The modifieds were also spectacular, as they used the whole surface.

The late model feature will be talked about for quite some time, as Boen led most of the way until being tracked down by Brian Birkhofer. Their battle as they weaved through lapped traffic was thrilling, with Boen splitting two lapped cars with two laps to go to give him the advantage he needed to hold off Birkhofer.

John Hampel, one of the favorites on Saturday after finishing up 2004 strong, had a terrible start to the season when he had something break on the first lap of his heat and he hit the wall, rolled and destroyed his race car.

One of the comers to watch for the years ahead will be 16-year-old Bryant Goldsmith of Corning, IA, who has moved directly from the go-karts to the unlimited late models.

I had a nice chat with Barry Johnson, editor of *Hawkeye Racing News*, in, of all places, the Strategic Space and Air Museum near Omaha, where we were both trying to expand our minds and broaden our interests during the day on Saturday.

I-80 is starting a Friday night race program this year featuring crate-engine late models as well as a Sunday night program featuring the super late models. Crate engines are a hot and controversial topic in the world of late model racing right now, and while I can see both the pluses and minuses of them, right now I'm not real thrilled with the idea. I guess I'll have to give them some more time to see how the whole issue plays out. Change is always a tough thing to deal with.

This weekend will probably conclude my long-distance traveling for a while, as the local tracks start to open in the coming few weeks. The bar has been set very high this spring, with the majority of the races I've seen so far being very well-run events on well-prepared tracks. We'll see how the area tracks can stand up to the challenge.

Johnson Beats Busches for Vegas Victory

from NASCAR.com

LAS VEGAS, NV, March 13

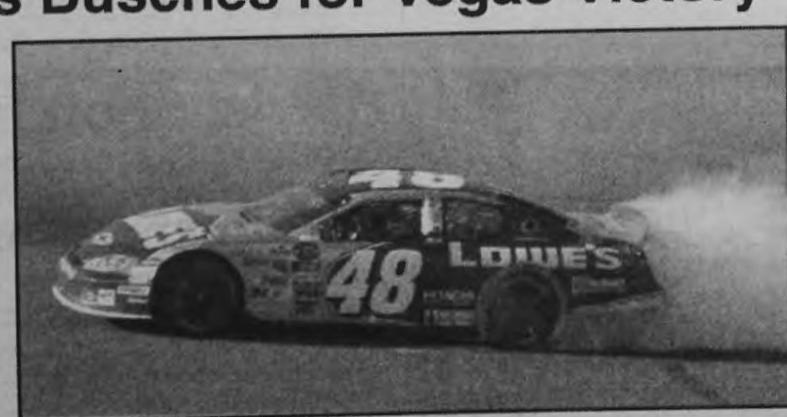
- Jimmie Johnson ended the Roush Racing stranglehold at Las Vegas Motor Speedway and spoiled what could have been a banner day for hometown boys Kurt and Kyle Busch by beating them both to win the UAW-Daimler-Chrysler 400.

Johnson, who won for the 15th time in his career, moved back to the top of the points standings until a post-race inspection found Johnson's car's roof height to be too low, costing him 25 driver's points and the Series lead.

Kurt Busch's runner-up car had a rear quarter-panel that was too high, and he, too, was penalized points from the infraction.

RESULTS

1-10: Jimmie Johnson, Kyle Busch, Kurt Busch, Jeff Gordon,



Jimmy Johnson treats the fans to a victory burnout after pulling away from the field to win the NASCAR Nextel Cup event at Las Vegas Motor Speedway March 13. (Don Norman photo)

Kevin Harvick, Greg Biffle, Casey Mears, Matt Kenseth, Ryan Newman, Tony Stewart.

11-20: Bobby Hamilton, Jr., Rusty Wallace, Dave Blaney, Carl Edwards, Jamie McMurray, Mike Bliss, Jeff Burton, Dale Jarrett, Joe Nemechek, Jeremy Mayfield.

21-30: Michael Waltrip, Jason Leffler, Jeff Green, Mike Wallace,

Kyle Petty, Travis Kvapil, Scott Wimmer, John Andretti, Elliott Sadler, Mark Martin.

31-40: Scott Riggs, Eric McClure, Hermie Sadler, Ken Schrader, Sterling Marlin, Randy LaJoie, Ricky Rudd, Kasey Kahne, Robby Gordon, Morgan Shepherd.

41-43: Bobby Labonte, Dale Earnhardt, Jr., Brian Vickers.

Martin Gets 48th BGN Win at Vegas

from NASCAR.com

LAS VEGAS, NV, March 12

-- Mark Martin moved into the lead when Carl Edwards was sidelined by a flat tire, extending his record for NASCAR Busch Series victories to 47 Saturday at Las Vegas Motor Speedway.

Edwards, making just his sixth Series start, shot away from the field after taking his first Series pole and dominated for 125 of the 200 laps in the Sam's Town 300 until his right-rear tire went down on lap 186, sending him spinning into the infield.

As Martin swept to a 1.412-second victory - about 14 car-lengths - Kevin Harvick passed David Stremme on the last turn of the final lap and edged Stremme by the length of his hood for second.

RESULTS



Mark Martin (9) races with Johnny Sauter (1) during the Sam's Town 300 NASCAR Busch Series event at Las Vegas Motor Speedway on March 12. (Don Norman photo)

Kenny Wallace, Jeremy Mayfield, David Stremme, Joe Nemechek, Sterling Marlin, Stanton Barrett, Aaron Fike, Johnny Sauter, Ryan Hemphill, Paul Wolfe.

31-40: Shawna Robinson, Brent Sherman, Tony Raines, Derrike Cope, Eric Norris, Shane Hmiel, Paul Menard, Stacy Compton, Kim Crosby, Michel Jourdain, Jr.

41-43: Steve Grissom, Kertus Davis, Jason Keller.

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Wolfmeier Claims UMP Mod Win at I-55

PEVELY, MO, April 2 -- A field of 41 United Midwestern Promoters modifieds were on hand for the first race night of the 2005 season at I-55 Raceway, and Brian Wolfmeier of House Springs got his season off to a great start as he won every event he raced in.

Wolfmeier and Ray Wagner started on the front row of the main event, and the two raced side by side for the first five laps before Wolfmeier pulled ahead. Wolfmeier set the pace for the last 15 laps as Wagner fought off Bobby Bittle late in the race. Aaron Ricketts took fourth in the feature, and Doug Wood claimed fifth spot as he worked his way through the field from the 12th starting position.

RESULTS**UMP MODIFIEDS**

Heat 1: Aaron Ricketts, Matt Goulden, Mike Francis
Heat 2: Brian Wolfmeier, Bobby Bittle, Doug Wood.
Heat 3: Billy Smith, Leon Rakers, Dennis Richards.
Heat 4: Tim Hancock, Ricky Horton, Mark Miner.
Heat 5: Ray Wagner, Matt Zimmerly, Eric Mabery.
Dash: Wolfmeier, Wagner, Smith.
Last Chance Qualifier 1: Brent Thompson, James Reed, Scot Weber.
Last Chance Qualifier 2: Ray Walsh, Scott Bull, Dylan Sharp.
Feature: Wolfmeier, Wagner, Bittle, Ricketts, Wood, Rakers, Miner, Smith, Goulden, Hancock.

Harris is Back-to-Back Winner at Irwindale

IRWINDALE, CA, April 2 -- Alex Harris of Simi Valley led the final 30 laps of Saturday night's 35-lap USAC California Ford Focus Midget Series race at the Irwindale Speedway. The win was his second in a row at the third-mile paved oval. Harris, who also won last weekend's 35-lapper, took the lead from Chris Veach on lap 6 and led the rest of Saturday's race to beat Chase Barber, Audra Sassel, Benny Moon and Darrell Herzog.

The win left Harris fifth in the new California Focus Pavement Series point standings behind leader Sassel.

RESULTS**USAC CALIFORNIA FORD FOCUS PAVEMENT SERIES**

Qualifying: Alex Harris, 14.538 secs.
Feature: Harris, Chase Barber, Audra Sassel, Benny Moon, Darrell Herzog, Robbie Whitchurch, Steve Davis, Jeff Sakowicz, J.R. Williams, Lindsay Kernohan.

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Winchester Speedway Reopens, Sets Full Slate

WINCHESTER, IN -- Officials from the Winchester Speedway and its track managers, Champion Racing Association, have finalized a full 2005 schedule.

The highlight of the final schedule is the announcement of lower adult admission prices for the season. The Speedway has also scheduled special Fan Appreciation Discount Days, during each county near the Speedway - plus fans from nearby Ohio - will be featured during specific events, giving those fans an adult ticket discount for their respective event.

The legendary Speedway will reopen after being closed for the 2004 season. CRA officials R.J. Scott and Glenn Luckett will promote the racing events during the year for track owner Charlie Shaw.

The grand re-opening event will be on Sunday, April 24, featuring USAC sprint cars for the Rich Vogler Classic, CRA late models for the Winchester 100, and CRA street stocks.

For more information about the season, including ticket prices, please call (765) 584-9701.

Fiesta City Speedway Releases 2005 Schedule

MONTEVIDEO, MN -- Officials at Fiesta City Speedway have announced the track's 2005 race program schedule.

Nurmi Racing Enterprises officially took over as the promoting team at the western Minnesota race track and have put together a 21-race schedule that sees the season open on Friday, April 29. A weekly program that includes pure stocks, one-person cruisers and WISSOTA-sanctioned street stocks, Midwest modifieds, super stocks, modifieds and late models will run on Friday nights starting at 7:30 pm throughout the summer:

Fiesta City will offer a super stock special on Wednesday, September 7. Other specials planned include a mod special scheduled for Friday, July 15; a WISSOTA Tri-Star Engine Supply Challenge Series program for late models on Wednesday, July 27, and a return of the Independence Tour, now known as the Governor's Ethanol Challenge, on Friday, July 22, featuring Midwest modifieds and street stocks as part of a four-race tour.

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Kruseman Takes Perris Sprint 30-Lapper

PERRIS, CA, March 26 -- Defending USAC/CRA Sprint Car Series champion Rip Williams moved back atop the Series standings after finishing third behind race winner Cory Kruseman March 26 at Perris Auto Speedway.

Mike Kirby led the first 15 laps before yielding to Kruseman, who then led the final 15 laps to beat Kirby, Williams, Rickie Gaunt and Charles Davis, Jr.

RESULTS

USAC/CRA SPRINT CAR SERIES
Qualifying: Damion Gardner, 16.270 secs.
Trophy Dash: Charles Davis, Jr., Gardner, Bobby Graham.
Heat 1: Gardner, Mike Spencer, Rip Williams.
Heat 2: Bobby Cody, Tony Jones, Jason York.
Heat 3: Steve Ostling, Rickie Gaunt, Jimmy Crawford.
Heat 4: Kirby, Kruseman, Sheridan.
Semi-Final: Davis, Tracy Hines, Greg Bragg.
Feature: Cory Kruseman, Mike Kirby, Williams, Gaunt, Davis, Danny Sheridan, Josh Ford, Jones, Hines, Ostling.

Harris, Scott in Focus Wins

INDIANAPOLIS, IN, March 26 -- Alex Harris, of Simi Valley, CA, won Saturday night's 35-lap USAC California Ford Focus Midget Pavement Series feature event at the third-mile Irwindale (CA) Speedway oval on March 26.

Harris trailed Audra Sassel for the first seven laps, then led the last 28 to beat Sassel and Darrell Herzog.

Defending USAC Carolina/Virginia Ford Focus Midget Series champion Chase Scott of Concord, NC, scored a sensational last-lap victory in the March 26 Series opener at the South Boston (VA) Speedway. Scott trailed Robbie Ray for 24 laps but took advantage in traffic in the final turn of the final lap and narrowly beat Ray to the checkered flag for the win.

RESULTS

from Irwindale (CA) Speedway, 3/26:
USAC CALIFORNIA FORD FOCUS PAVEMENT SERIES

"Qualifying: Alex Harris, 14.693 secs.
Feature: Harris, Audra Sassel, Darrell Herzog, Steve Davis, Chase Barber, Robbie Whitchurch, Benny Moon, Jace Meier, Jeffrey Sakowicz, Matt Triplett.

from South Boston (VA) Speedway, 3/26:
USAC CAROLINA/VIRGINIA FORD FOCUS MIDGETS

"Qualifying: Chase Scott, 15.682 secs.
Feature: Scott, Robbie Ray, Brit Andersen, Aron Oakley, Nick Wean, Chris Meadows, Terry Hall, Ryan Smith, Stephanie Stevens, Jimmy Light.

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